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Union
KD

Union Line of Steamers.

# TOURISTS' GUIDE TO TASMANIA.

*Second Edition.*

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# Union Steam Ship Co. of N.Z., Ltd.

## FLEET.

| | G. R. | I.H.P. |
|---|---|---|
| MOANA ... ... | 4000 | 4000 |
| MOKOIA ... ... | 3500 | |
| MONOWAI ... | 3433 | 2800 |
| WAIKARE ... | 3071 | 3000 |
| MARAROA ... | 2598 | 3250 |
| TEKAPO ... ... | 2439 | 1500 |
| WANAKA .. ... | 2422 | 1200 |
| RAKANOA ... | 2246 | 800 |
| TALUNE ... ... | 2078 | 2000 |
| ROTOKINO ... | 2064 | 1000 |
| WAIHORA ... | 2003 | 1750 |
| TARAWERA ... | 2003 | 1750 |
| HAUROTO ... | 1988 | 1250 |
| WAKATIPU ... | 1945 | 1250 |
| MANAPOURI ... | 1783 | 2050 |
| ROTOMAHANA | 1763 | 2980 |
| OONAH ... ... | 1757 | 2000 |
| HAWEA ... ... | 1750 | 1000 |
| TAIERI ... ... | 1668 | 750 |
| TE ANAU ... | 1652 | 1500 |
| TAVIUNI ... ... | 1465 | 1000 |
| PUKAKI ... ... | 1444 | 700 |
| CORINNA... ... | 1279 | 1200 |
| FLORA ... ... | 1273 | 1000 |
| OVALAU ... ... | 1229 | 1000 |
| PATEENA ... | 1212 | 2000 |
| MAPOURIKA ... | 1203 | 1200 |
| POHERUA ... | 1175 | 600 |
| ROTOITI ... ... | 1159 | 1250 |

| | G.R. | I.H.P. |
|---|---|---|
| UPOLU ... ... | 1141 | 1000 |
| KINI ... ... ... | 1122 | 600 |
| RINGAROOMA | 1096 | 1250 |
| TAKAPUNA ... | 930 | 2000 |
| ROTORUA ... | 926 | 1000 |
| PENGUIN ... | 824 | 850 |
| JANET NICOLL | 779 | 500 |
| OHAU ... ... | 740 | 550 |
| TAUPO ... ... | 737 | 550 |
| ROSAMOND ... | 721 | 450 |
| HAUPIRI ... ... | 700 | 550 |
| WAINUI ... ... | 640 | 755 |
| DINGADEE ... | 640 | 550 |
| OMAPERE ... | 601 | 500 |
| MAWHERA ... | 554 | 500 |
| BRUNNER ... | 540 | 700 |
| WAREATEA ... | 460 | 350 |
| AUSTRALIA ... | 459 | 370 |
| MAHINAPUA... | 458 | 500 |
| OROWAITI ... | 453 | 350 |
| KAWATIRI .. | 453 | 350 |
| KAI ORA ... ... | 300 | 500 |
| S. CROSS... ... | 282 | 250 |
| B'TFUL STAR. | 177 | 150 |
| MAORI ... ... | 174 | 300 |
| WAIHI ... ... | 92 | 100 |

Total Tonnage, 73,601 Tons.

*HEAD OFFICE, DUNEDIN, NEW ZEALAND.*

JAMES MILLS, Managing Director.

*TASMANIA.*

W. H. BLACKLOCK, Manager.

# Union Steam Ship Co. of N.Z., Ltd.

## HEAD OFFICE, DUNEDIN, N.Z.

JAMES MILLS, MANAGING DIRECTOR.
C. HOLDSWORTH, CHIEF MANAGER AND INSPECTOR.
T. W. WHITSON, SECRETARY.
S. K. SLEIGH, GENERAL TRAFFIC MANAGER.

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| HOBART | W. H. BLACKLOCK, Manager for Tasmania. |
| LAUNCESTON | A. B. J. IRVINE, Manager. |
| DEVONPORT | JAS. MURRAY, Manager. |
| STRAHAN | VAL. JOHNSON, Manager. |
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| | |
|---|---|
| ADELAIDE | A. U. S. N. CO. |
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| CALCUTTA | MACKINNON, MACKENZIE & CO. |
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| APIA, HAAPAI, TONGA, VAVAU | PURSERS OF HAUROTO AND TAVIUNI. |
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| PAPEETE (Tahiti) | F. C. R. CRAMOND. |

## LONDON OFFICE: 34 LEADENHALL-ST., E.C.

# Regular Services of the Company.

**The following are the Regular Services carried on by the Steamers of the UNION LINE:**

## AUSTRALIA AND NEW ZEALAND.

| | | | | | |
|---|---|---|---|---|---|
| Weekly from | New Zealand | to | Melbourne, | *via* Hobart, | and *vice versa* |
| Weekly | ,, | ,, | Sydney | ,, Cook Strait | ,, |
| Weekly | ,, | ,, | Sydney | ,, Auckland | ,, |

## AUSTRALIA AND TASMANIA.

| | | | | | |
|---|---|---|---|---|---|
| Twice Weekly | from | Melbourne | to | Launceston, | and *vice versa.* |
| Weekly | ,, | ,, | | Hobart | ,, ,, |
| Twice Weekly | ,, | ,, | | N.W. Ports & Strahan & | *vice versa* |
| Fortnightly | ,, | Sydney | | Launceston, *via* Eden | ,, ,, |
| Every Ten Days | ,, | ,, | | Hobart, and *vice versa* | |

## SOUTH SEA ISLANDS.

The Island Services of the Company afford Tourists and those in search of health and novelty an opportunity of visiting some of the most beautiful and celebrated Islands of the Pacific all the year round. The Services comprise a Steamer from Sydney to Fiji, Samoa, Tonga, and Auckland, every four weeks; from Auckland to Tonga, Samoa, Fiji, and Sydney, every four weeks; from Auckland to Suva and Levuka and back, every four weeks; and from Auckland to Rarotonga and Tahiti and back, every four weeks; while a Steamer runs regularly between the Islands of the Fiji Group, and another at regular intervals between the Islands of the Society Group, extending monthly to the Marquesas Islands.

## NEW ZEALAND COASTAL.

There is almost Daily Communication between the Principal Ports.

## EUROPE via AMERICA—(The A. & A. Line).

The Royal Mail Express Steamers of this Line are despatched from Sydney every fourth Monday, and proceed *via* Auckland, Samoa, and Honolulu to San Francisco, taking passengers for all European Ports on through tickets. Passengers have the privilege of stopping over at any ports *en route*, and also of travelling to or from Samoa by the Company's Regular Island Steamers.

# EDITOR'S NOTE.

THE general plan of this Guide should be apparent at a glance, but a word of explanation may be necessary about the fares quoted. They are in all cases the ordinary rates ruling throughout the year, the train and coach fares, except when otherwise specified, are for first-class return. Frequently, however, during the summer, excursion fares are charged on coach and train lines, so that the fares quoted may be considered as the outside cost of the various trips. The tariffs at country hotels and boarding-houses range from Six Shillings to Eight Shillings per day; in the cities from Eight Shillings to Twelve Shillings and Sixpence. The probable cost of long or short excursions may therefore be calculated with this book in hand before leaving home.

The Editor wishes to tender very cordial thanks to Col. W. V. Legge, R.A., who assisted with material for the North East Coast tour, and Mr. J. B. Walker, F.R.G.S., who kindly revised the list of works relating to Tasmania.

The illustrations are from photographs which have been carefully selected from the splendid collection of Mr. J. W. Beattie (Hon. Photographer to the Government of Tasmania), in order to give some idea of the variety of scenery to be found in the island. The picture of Tasman is taken from a valuable painting, said to be a genuine Van der Heldst, in the possession of L. G. Cockhead, Esq., of Hobart.

C. E. MORTON.

HOBART.

# SHORT SKETCH

## OF THE

# UNION COMPANY'S HISTORY.

THE UNION Steam Ship Company of New Zealand, Ltd., was established in Dunedin, New Zealand, in July, 1875, for the purpose of taking over the business and plant of the Harbour Steam Company, a small local proprietary which had been in existence for some years, and whose trade, originally confined to the carriage of passengers and cargo between Dunedin and Port Chalmers, had afterwards been extended to ports of the Middle Island. The steamers taken over consisted of three boats of small tonnage, "Maori" (118 tons register), "Beautiful Star" (146 tons), "Bruce" (460 tons), employed in the coastal trade of the Middle Island, and two steamers, "Hawea" and "Taupo," of what was then considered excessive tonnage (720 tons gross register each), which had been ordered some months previously, in view of the Company extending its operations to the North Island. The policy which the Directors of the Union Company adopted at the initiation of their operations, and which they have consistently carried out until the present

time, was to look ahead and to make provision for all probable requirements, and also to have reserve plant available for unforeseen emergencies, or for new channels of trade which might offer employment for tonnage. The trade of the Company was at first confined to the coastal services of the Colony, with an occasional extension to Sydney. During the following year (1876) the Company took over the plant and business of the New Zealand Steam Shipping Company, a Wellington proprietary which had for some years been engaged in the coastal trade of the Colony. The next important step taken by the Directors was the purchase, in 1878, of the intercolonial fleet of Messrs. McMeckan, Blackwood, & Co., which at that time ran a weekly service between Melbourne and New Zealand. This acquisition strengthened the Company materially, as it completed the chain of communication between Melbourne, New Zealand, and Sydney, and practically placed the entire coastal and intercolonial carrying in its hands.

Seeing great possibilities in the development of the intercolonial trade, more particularly between New Zealand and Sydney, which was, to a large extent a free port, and offered a good market for New Zealand produce, the Directors decided upon procuring a steamer superior in every way to anything hitherto seen in the Colony, the result of which was the appearance in these waters in September, 1879, of the splendid steamer "Rotomahana," soon to be known as the "greyhound of the Pacific," a *sobriquet* which she has enjoyed to the present time although in size and accommodation she has been surpassed by subsequent additions to the fleet. It is worth noting that this steamer was the first trading vessel built of mild steel, and this material being the means of her escaping serious damage on the occasion of one or two mishaps in her earlier career, the fact was widely chronicled, and led to a revolution in ship-building, mild steel being now almost universally employed in the construction of the most valuable steamships.

The courage of the Directors was rewarded by seeing the fleet fully occupied, and in pursuance of their policy to keep well ahead of the Colony's requirements, they continued to order steamer after steamer, each more

luxuriously fitted than its predecessor. Every scientific improvement, either in the machinery or the fitting of vessels, was brought into requisition for their construction, so that from the modest beginning already recorded, the fleet of the Union Company has grown to be the largest and most powerful in the Southern Hemisphere.

The connections of the Company have extended with their fleet. In 1881 it embarked in the South Sea Islands trade, beginning with a service between New Zealand and Fiji, a service which has gradually been extended until it now includes regular monthly connections between New Zealand and Australia and the Island Groups of Fiji, Samoa, Tonga, Raratonga, and Tahiti. In 1885, in conjunction with the Oceanic Steam Ship Company of San Francisco, it took up the mail service between the Colonies and the United States, and has retained it ever since. In 1891 the Company purchased the plant and business of the Tasmanian Steam Navigation Company, which for many years had carried on the trade between Tasmania and Australia. This acquisition completed the natural circuit of the Company's Australian trade, and the later absorption of a small local company working in close connection with the Union Company's business enabled the latter to make provision for the increasing trade brought about by the rapid development of the mines in the Western districts of Tasmania.

It is unnecessary to record in detail how, year after year, the fleet and trade of the Company have grown to their present dimensions. It need only be stated that at the present time the fleet engaged in regular employment numbers 55 steamers, of an aggregate tonnage approaching 74,000 tons, and of these, fourteen range between 2,000 and 4,000 tons register. The passenger arrangements in these steamers are all of the most modern kind, and nothing has been spared to make travel by sea easy and comfortable. While the newer boats are fitted with all the luxuries that the skill of the ship-builder has made possible, many of the older boats of the fleet have been modernised by the introduction of improved machinery, electric light, and other arrangements which add to the pleasure of a voyage. As examples of the growth of the Company's business, it may be noted that at the close of

1876 the fleet comprised 9 steamers, and it now numbers 55. In 1876 the number of passengers carried was 25,000 and the cargo 95,000 tons. In 1897 these figures had increased to 173,330 and 1,131,535 respectively. The number of miles steamed by the fleet in 1876 was 171,000 and in 1897 1,819,680. The number of the Company's employees, *i.e.*, those afloat and those on the permanent staffs ashore in receipt of monthly pay, and apart altogether from casual labourers, in 1876 was 223 and in 1897 close on 2,500. The Directors take special interest in the welfare of the Company's employees. Their crews enjoy peculiar comforts and privileges. A Benefit Society has been established in the interests of their men afloat, to which the Company contributes an annual subsidy; and also contributes a considerable proportion of the annual premiums of its officers' life insurances.

Although the progress of the Company is largely the result of the prosperity of the Colonies, and the state of trade of the latter has a barometric effect on the Company's operations, it could not have attained and held its present position without wise heads and good judgment to direct its affairs. It has always been fortunate in numbering amongst its directors men who hold leading positions in the commercial community, and whose energy and judgment are mutually recognised. The Chairman of the Company, the Hon. George McLean, M.L.C., has filled that position since the formation of the Company, while the general operations of the Company's business have been continuously controlled and administered by its first and present Managing Director, Mr. James Mills. The remaining Members of the Board, Messrs. E. B. Cargill, J. R. Jones, A. W. Morris, and J. M. Ritchie, are all well-known men in business circles, and have for many years past devoted their energy and ability to the development of the Company's business and the administration of its affairs.

In the regular trades of the Company there may be included the Annual Excursions to the West Coast Sounds of New Zealand. These have been run without interruption since 1877, and from small beginnings have developed into trips that attract excursionists from all parts of the world. During January and February of each year the Company runs two, and occasionally three, trips, each

occupying nine days from Port Chalmers, during which the most attractive of the Sounds are visited. The steamer remains two days in Milford Sound to give excursionists an opportunity of visiting the Sutherland Falls, and as the Government has been steadily improving the track to the Falls during the last few years, they are now easy of access. The social enjoyment of passengers is made a special feature of these excursions, the whole trip taking the form of an extended picnic.

In January, 1899, the Company has in view making a new departure in connection with its West Coast Sounds trips. It has on many occasions been asked to extend its trips so as to include Stewart Island and the beautiful Sounds in Cook Strait, Queen Charlotte and Pelorus Sounds. Besides their natural attractions, these possess a special interest on account of their connection with the great navigator, Captain Cook, who, on each of his visits to New Zealand, spent some time in Queen Charlotte Sound. To meet this generally expressed desire, the Company proposes to utilise its splendid new steamer "Waikare" in making a complete circuit of the Middle Island, calling at Half Moon Bay and Paterson Inlet, Stewart Island, proceeding thence to the most attractive of the West Coast Sounds, and afterwards to Pelorus and Queen Charlotte Sounds. The round trip from Dunedin and back will occupy 15 days, and the trip from Sydney to Melbourne, including the New Zealand excursion, 30 days, while passengers will be permitted to break their journey at any port *en route*.

In addition to the Special Sounds Excursions, the Company has organised several excursions to the Coral Islands of the South Pacific. The last of these, made by the "Waikare" in July, August, 1898, was a most brilliant success, and was the means of creating a great deal of interest in these islands. It is proposed to repeat the excursion in July-August, next year, and to vary the route slightly so as to break new ground to excursionists. The "Waikare" will leave Sydney about 1st July, 1899, and will visit in turn Auckland, the Tongan and Samoan Groups, Wallis Island, Fiji, Rotumah Island, New Hebrides, and New Caledonia, arriving back in Sydney about 10th August.

# General Information for Passengers.

The dates throughout the various services will be adhered to as closely as possible, but the Company reserve the right to despatch steamers in advance of, or later than the dates named, or to withdraw any Steamer altogether, and cannot be responsible for any loss or inconvenience occasioned thereby.

The following starting signals will be used by the Company's steamers, except on Sundays, when the whistle will not be sounded:—One long and one short blast of whistle at least 15 minutes before starting; one long and two short blasts 5 minutes before starting; one long and three short blasts immediately before starting. In ports where the whistle is not used, the same signals will be made by the ship's bell. The Cabin bell will be rung 5 minutes before starting, when all visitors are expected to leave the ship.

The following are the meal hours on board the Company's steamers: Saloon — Breakfast, 8·30 a.m., except when steamers make an early arrival in port, when breakfast will be served at 8 a.m.; Lunch, 1 p.m.; Dinner, 6 p.m. Steerage —Breakfast, 8 a.m.; Dinner, 12 noon; Tea, 5 p.m.

The Dressing Gong or Bugle is sounded a quarter-of-an-hour before dinner, and when meals are laid, every day.

Porridge, tea, or coffee is served in the state rooms between 6·30 and 7·30 a.m. to those desiring it. Passengers will kindly give their orders the previous evening.

All classes of passengers are victualled by the Company in a liberal style. Saloon Passengers are provided with bedding, linen, and every requisite, together with the attendance of experienced servants. Steerage passengers are provided with mattresses and rugs. Stewardesses are carried on all steamers.

Lights in the Saloon are extinguished at 10·30 p.m., and in the State Rooms at 11 p.m. The Bar closes at 10·30 p.m.

Smoking is prohibited in the Saloons, Cabins, or between decks, and is permitted only on such parts of the deck where it may not inconvenience other passengers.

As it is the Company's desire to study the comfort and convenience of the travelling public as far as practicable, any communication to Branch Offices or to Head Office, at Dunedin, N.Z., embodying suggestions in that direction will receive attention, and any well grounded complaints shall be promptly inquired into.

## Steamers' Libraries.

The Company's Steamers are supplied with a well selected Library of standard works in general literature. Passengers can make use of the Library on payment of a subscription of 1s. for the voyage, or 6d. if only one work is borrowed.

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## PASSAGE TICKETS.

The general conditions on which Passengers are booked are stated fully on the back of the Passage Tickets issued by the Company.

Tickets are on no account transferable. Passengers taking out Tickets to New Zealand Ports can remain at any intermediate Ports en route, such Ticket being available for three months from date of issue. Return Ticket holders will be permitted to remain three months at the Port for which they are booked, and return by the first steamer of the Company after that period.

Return Tickets issued on the Tasmanian Australian lines are available for six months from date of issue.

Children under two years of age, free; two years and under six, quarter fare; six years and under twelve, half fare.

By arrangement with the Tasmanian Government Railway Department, Passengers booking at the Company's Offices in Hobart, Melbourne, and Sydney, may obtain through Railway Tickets, and this Company's Tickets may also be obtained at the Hobart and Launceston Railway Stations.

Passengers holding Railway Return Tickets can break their journey at any station between Hobart and Launceston, and Passengers between Launceston and Devonport holding Single Tickets can break their journey at any station, but must complete the through journey in six months.

## Reduced Railway Fares on Australian Railways.

Tasmanian Passengers visiting Australia can be booked through by rail from Melbourne to Sydney or *vice versa* at SPECIALLY REDUCED RATES in conjunction with return steamer ticket.

The certificate necessary to ensure this concession can be procured from the Purser of the U.S.S. Co.'s Intercolonial Steamer by which Passenger travels.

## BAGGAGE.

Each Adult Saloon Passenger will be allowed 20 cubic feet of baggage free. Each Adult Steerage Passenger will be allowed 10 cubic feet, free. Commercial Travellers allowed 40 cubic feet. All in excess of this quantity must be paid for at the current rate of freight.

The company cannot hold itself responsible for any loss or damage to or detention of baggage under any circumstances unless booked as cargo and freight paid. Merchandise and Furniture will not be allowed to be carried under the designation of baggage. Packages containing jewellery, plate, and other valuables, must be specially booked, and freight paid thereon before shipment.

To avoid mistakes or confusion in the delivery of baggage, Passengers are urged to have each package fully and securely addressed. Where labels are used, it is important that they should be securely pasted, stitched, or tacked on, otherwise they are liable to be torn off in handling on board. Labels should not be attached with string. Gummed slips for baggage to be forwarded by Railway to Hobart will be supplied, on application, by the Company's officers on board after steamers enter Low Head.

Gummed slips, with Port of destination printed thereon in colours, are supplied on application at any of the Company's Branches or Agencies.

Passengers from Melbourne are requested to claim their baggage on the wharves at Launceston and Devonport in order that the same may be passed by the Customs. Passengers travelling by railway south of Launceston must claim their baggage at the Launceston Railway Station, and give instructions as to its destination.

Passengers' baggage sent direct from Hobart and Launceston to Sydney or Melbourne, or *vice versa*, when the owner travels *viâ* Launceston will be taken free if not exceeding above allowance. If receipt required, then the usual freight to be paid and Shipping Note or Bill of Lading taken.

Bicycles, accompanied by owners as Passengers, are carried from port to port (that is, without break of journey) at a freight of 2s. 6d. each on the Intercolonial Lines, and 5s. each to New Zealand Ports. Tricycles will be charged 1s. 6d. each additional to the foregoing rates. Bicycles and tricycles are carried only at the sole risk of owners.

Passengers on visiting Tasmania, bringing with them a bicycle, have to make the following declaration to the Officer of Customs :—

| | |
|---|---|
| Name of Bicycle<br>.....<br>Number—<br>.....<br>Ex .....<br>From .....<br>Date ..... | I .....<br>of .....Tasmanian<br>address (.....)<br>declare that I am a Visitor to Tasmania, and that the Bicycle described in the margin hereof is my property, imported solely for my personal use ; and further, that I will make application within the recognised official hours to an Officer of Customs to see the said Bicycle reshipped for exportation from the Colony on or before the.....<br>.....day of.....18..... |

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## LETTERS AND TELEGRAMS.

Letters posted to reach Passengers at Ports of call should be addressed to the care of the U.S.S. Co.'s Agents at the respective Ports. To facilitate delivery on board the steamer, it is desirable to state in which class the Passenger is travelling.

It is recommended that an address be written on flap of envelope, notifying where the letter may be forwarded in case it misses the steamer.

For the convenience of visitors from Australia and New Zealand, the principal Sydney, Melbourne, Auckland, Wellington, Christchurch, and Dunedin newspapers are kept filed at the Hobart Office.

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## BOOKINGS.

Arrangements have been made whereby Passengers for Melbourne can book at Hobart Railway Station if desired.

# TABLE OF DISTANCES

## RUN AT SEA BY ORDINARY COURSES.

(TASMANIAN STEAM SERVICES ONLY.)

| | (Nautical Mileage.) | Miles. |
|---|---|---|
| HOBART | to Cape Pillar ... ... ... ... ... | 40 |
| „ | to Twofold Bay ... ... ... ... | 426 |
| „ | to Sydney Heads ... ... ... ... | 623 |
| „ | to Port Phillip Heads ... ... ... ... | 416 |
| „ | to Melbourne Wharf ... ... ... ... | 457 |
| „ | to Bluff ... ... .. ... ... ... | 930 |
| „ | to Strahan ... ... ... ... ... | 210 |
| LAUNCESTON | to Low Head ... ... ... ... | 40 |
| „ | to Twofold Bay ... ... ... | 338 |
| „ | to Sydney Heads ... ... ... | 537 |
| „ | to Port Phillip Heads... ... ... | 236 |
| „ | to Melbourne Wharf ... ... ... | 277 |
| „ | to Strahan ... ... ... ... | 263 |
| DEVONPORT | to Emu Bay ... ... ... ... | 21 |
| „ | to Circular Head... ... ... ... | 55 |
| „ | to Port Phillip Heads ... ... ... | 191 |
| „ | to Melbourne Wharf ... ... ... | 231 |
| MELBOURNE | to Bluff *via* Hobart ... ... ... | 1200 |
| „ | to Wellington ... ... ... ... | 1479 |
| STRAHAN | to Hobart ... ... ... ... ... | 210 |
| „ | to Melbourne ... ... ... ... ... | 291 |
| „ | to Launceston ... ... ... ... | 263 |

TASMAN.

From a Painting in the possession of L. G. COCKHEAD, Esq., of Hobart.

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# Historical Sketch of Tasmania.

IN 1642, Anthony Van Diemen, the Governor of Batavia, commissioned Abel Jans Tasman to undertake a voyage of exploration, with a view to making discoveries in the South Pacific. The ships "Heemskirk" and "Zeehan" were placed at his disposal for this purpose, and, commencing his voyage from Batavia, he eventually sighted the West Coast of Tasmania. Proceeding south, he again came in view of land, but the ships were driven out to sea by a gale. When the gale moderated they returned to a bay, which they named Storm Bay, and eventually came to an anchor in a small bay to the north of Storm Bay, which they named Frederick Hendrick. Before leaving the island they erected a post on the shore on which they had carved a compass and fastened a flag. They then set sail again, afterwards reaching New Zealand, and apparently taking no further trouble about a discovery which, more than anything else in the life of Tasman, has immortalised his memory.

The island was known as "Van Diemen's Land" for more than two centuries after Tasman's discovery of it, when the name Tasmania was substituted, its former appellation having become associated with the idea of bondage and guilt.

In 1772, Captain Marion, who arrived from Mauritius in search of the southern continent, sailed into Storm Bay, but neither he, nor several other navigators who, during the following twenty years visited the island, discovered the Derwent.

Many of the names most familiar to residents in Hobart owe their origin to the voyage of Rear-Admiral Bruné D'Entrecasteaux, who was in charge of the expedition sent to ascertain the fate of La Perouse in 1792-3. D'Entrecasteaux Channel, a harbour twenty-four miles long, and equally safe in any part, Huon Island, Huon River, Bruni Island, and the Kermandie River, are among the places named by him. He also discovered the Derwent, which he named the Rivière du Nord, but Captain John Hayes, a year afterwards, re-named it by the appellation it now bears.

Bass and Flinders, in 1798, were the first to sail through the Straits which separate the island from Australia, and which Flinders named after his companion. They also named the two mountain peaks that Tasman first sighted by the names of the two vessels in which his memorable voyage was taken, "Heemskirk" and "Zeehan." The name of one of these is rapidly becoming known throughout the world for a wealth of which Tasman little dreamed, and of which the officers and men condemned to the dreary settlement at Macquarie Harbour could have had no idea. Of Heemskirk, much could be said that would partake largely of the nature of forecast. At Zeehan enough has been discovered to place it among the valuable silver mining areas of the world.

The first settlement in Van Diemen's Land was made in 1803, when a party of convicts and military men, under Lieutenant Bowen, came from New South Wales and made an encampment at Risdon, on the eastern bank of the Derwent, and about four miles higher up the river than the present City of Hobart.

In 1804, the party under Lieutenant-Colonel Collins, who had made an unsuccessful attempt to colonise Port Phillip, started for the Derwent, and reached the settlement at Risdon, to find that it had been deserted by Bowen, and that the settlers who had remained there were almost in a state of starvation

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CAPE PILLAR.

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Lieutenant-Colonel Collins decided against Risdon as a permanent settlement, and laid out a site at the head of Sullivan Cove, naming it after Lord Hobart, then Secretary of State for the Colonies. The settlement at Risdon was not at once abandoned, though it might have been better if Collins had, immediately upon his arrival, removed the entire encampment to the western side of the Derwent; for at Risdon the first hostilities between the blacks and whites occurred, and the war of extermination, which has left so dark a stain on colonial history, commenced. A party of 300 natives, who were out driving kangaroos, appeared on the hills behind the little Risdon settlement; actuated by sudden and unreasonable panic, the officer in charge gave orders to fire at them, and a number of men, women, and children were killed. Lieutenant-Colonel Collins tried all in his power to protect the blacks from inhumanity, and restore the confidence which had been thus rudely shaken; but the mischief was done, and thenceforward treachery and violence produced a degree of hostility in which nothing short of extermination of the weaker party would satisfy the stronger.

Very early in the history of the settlement, an attempt was made to cater for the literary appetites of the young colony, and in 1810, when the population reached the total of 1,310 persons, the *Derwent Star* was launched as a newspaper venture. Want of type, want of news, and want of money were fatal to the longevity of the concern, and a few months witnessed its discontinuance. Four years after, the *Van Diemen's Land Gazette* struggled into life, and after a precarious existence of four and a half months gradually disappeared. The *Hobart Town Gazette*, a few years later, managed to weather nine years of storm, but was then submerged in a sea of troubles that overwhelmed it. At the present time fifteen newspapers—daily, weekly, and monthly—minister to the social, moral, and religious needs of Tasmania.

In 1804, the first settlement was made in the north of the island, at the west arm of the Tamar, which is now known as York Town. After a short stay, the opposite side of the river was selected in preference, and an encampment made at George

Town, near Tamar Heads, but this was soon broken up, and the site of the present City of Launceston, at the junction of the rivers North and South Esk, was permanently fixed upon. In 1812 the two military settlements of the Derwent and Tamar were united under one administration, and Colonel Davey was appointed Lieutenant Governor of the whole island.

The celebrated naturalist, Charles Darwin, visited the colony in the *Beagle* on his voyage round the world. He calls the Derwent a "snug cove," but he was chiefly impressed with the poorness of the houses, and scanty means of defence. At the time of his visit, in 1836, the entire native population, then reduced to 210, had been removed to Flinders Island, "So that," he says, "Van Diemen's Land enjoys the great advantage of being free from a native population." He remarks that two ferry steamers ply between Hobart and the shore on the opposite side of the Derwent, the machinery for one of which had been entirely manufactured in the colony.

Wool was first exported in 1819, but it was then of little value. Subsequently the colony shared in the benefit of Captain McArthur's importation to Sydney of pure Merinoes; and with the favourable climate and careful breeding, Tasmanian wool and Tasmanian stud rams have become famous all over the world.

The whaling industry became a large and lucrative one in the early days, the whales even entering the Derwent. Jorgen Jorgenson, the convict king, claimed the honour of killing the first whale in the Derwent.

In 1823, the Van Diemen's Land Bank was established; and about the same time the educational wants of the young in the rising colony, which had been attended to in a desultory fashion for some years, were taken seriously in hand by the Government, a superintendent of schools appointed, and the way for a better and more perfect educational system made plain.

During the years of Governor Arthur's administration, from 1824 to 1836, a large number of public and private schools were founded, but for more than 10 years after his recall the educational condition of the country declined year by year owing to the unsettled state of the population. In 1847, however, the Hutchins School, named after Archdeacon Hutchins, was built, a year before that Christ's College was opened near Longford, and the Launceston Church Grammar School was started in the northern city. Two of these institutions have continued in unabated usefulness up to the present. Christ's College, after some vicissitudes, was removed to Hobart, and conducted for some years as a scholastic institution with varying success, but is now closed. The High School, an unsectarian educational establishment, was opened in 1850, on a beautiful site at the entrance to the Queen's Domain, and for many years supplied the educational wants of those who desired unsectarian instruction. On the retirement, a few years ago, of the Rev. R. D. Poulett-Harris, who had carried on the school since 1857, the committee of the High School made an arrangement with the council of Christ's College, by which the building was taken over for a boys' school in connection with the college. The experiment was not successful pecuniarily, and the fine building is now utilised for the Tasmanian University.

In 1858, a Council of Education was formed, which had at its disposal several exhibitions, as well as two Tasmanian scholarships, the holders of which received £200 a year for four years while pursuing their studies at an English University. The question of founding a Tasmanian University was discussed in Parliament, on the recommendation of the Rev. R. D. Poulett-Harris, the rector of the High School, but it was not considered the right time for so extensive an undertaking. A measure which, under the circumstances, was more useful was advocated by the same liberal-minded teacher, and put into practical operation in 1860. An annual examination was conducted by the Council of Education for the degree of Associate of Arts. Up to the time of its abolition 345 persons have successfully passed the examinations and

obtained this degree, 43 have taken the Tasmanian Scholarships, and 86 have gained Junior Exhibitions in the gift of the Council of Education.

Tasmania has now a University with three qualified professors, a Council, and a Senate, and although as yet it is a day of small things with this institution, there is no reason why the island colony may not do as useful educational work as her larger and more ambitious sisters on the Continent.

Scientifically, Tasmania has progressed in an encouraging manner. Sir John Franklin, who became Governor in 1837, exhibited an amount of enthusiasm in scientific and educational pursuits which stimulated very considerably the intellectual life of the settlers. It was during his tenure of office that the French warships, "Zelé" and "Astrolabe," called at Hobart with news of their discoveries in the Antarctic regions, and an English expedition to the same regions, under Captains Ross and Crozier, started from and returned to the Derwent in the ships "Erebus" and "Terror." Dr. Joseph Hooker, who accompanied the expedition as botanist, used the opportunity to collect specimens of Tasmanian flora, and a large part of his descriptive account of the botany of the expedition is devoted to the flora of Tasmania. Mr. John Gould, collecting materials for his work, "Birds of Australia," also visited Tasmania, and included descriptions of Tasmanian species in his valuable works. Before the "Erebus" and "Terror" left Hobart, the commander, Sir James Ross, fitted up an observatory with the latest and most valuable instruments for meteorological and other observations, which materially assisted the scientific work of the colony.

A scientific society, called at first the Philosophical, afterwards the Tasmanian Society, owed its birth to Sir John Franklin and a few scientific and literary members of the community, of whom one, the Hon. Sir James Agnew, has ever since been identified with the scientific progress of Tasmania, and who, as Hon. Secretary of the Royal Society, has done much to foster all the objects for which such a society exists.

The meetings of the Tasmanian Society were held at Government House once a fortnight, under the presidency of Sir John Franklin, and papers on geology, natural history, meteorology, ethnology, and botany, contributed by various members, were published in a volume called the *Tasmanian Journal.* Lady Franklin, who took a keen interest in natural history, and took many journeys through wild parts of Tasmania for the purpose, among others, of collecting specimens of the flora and fauna of the island, built a museum on the Ancanthe Estate, about five miles from Hobart, where it may still be seen, though its exterior is rather obscured by the cowsheds that reposefully lean against its walls.

During the governorship of Sir Eardley Wilmot, the Royal Society grew out of the "Tasmanian," and continued to do the same useful work during the time of Sir W. T. Denison, who, in 1847, succeeded Sir Eardley Wilmot as Governor of Tasmania. As the Royal Society included horticulture in its objects, the Government made it a grant of the Botanical Gardens, which remained its property until 1885. The Society also started a museum and library, which at first were open on Monday and Wednesday afternoons, after 4 o'clock, and on Saturdays, from 2 to 5 p.m. So great was the interest taken in the collections of natural history specimens all over the island that, in 1849, two years after its inception, the Trustees reported that it was impossible to classify or even keep strict account of the numerous specimens that were sent from every quarter.

The Museum and Botanical Gardens were carried on by the Royal Society, aided by a Government grant, until 1885, when they were handed over to the State and placed under Trustees, leaving the Royal Society free to devote its attention to strictly scientific pursuits.

Not the least useful work undertaken during the last few years has been the introduction of salmonidæ. By whatever name the species may be called, certain it is that a delicious edible fish has been added to the number of Tasmanian fish already in our waters.

It is worthy of remark that one of the oldest members of the Royal Society, Sir James Agnew, bore the entire cost of the last shipment of salmon ova, amounting to about £800.

In 1852, just about a year after the gold rush began in New South Wales and Victoria, the precious metal was found near Fingal, and worked for a considerable time by a large number of miners, who gradually, however, were attracted elsewhere by reports of fabulous finds of gold in Victoria.

In 1855, Tasmania was granted a new Constitution, with the power to elect two Houses of Parliament. Sir Henry Fox Young was at this time Governor, and the people of Tasmania, with whom he and Lady Young were very popular, had the gratification of seeing them, in 1858, take up their residence in the new and beautiful Government House which had just been erected.

Morally, socially, and intellectually, the colony made rapid strides during the time that Vice-regal power was in the hands of Sir Henry and Lady Fox Young.

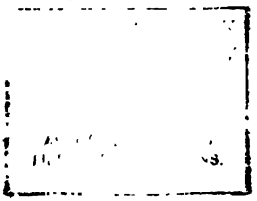
In 1857, the City of Hobart was first lighted with gas.

The first railway in Tasmania was opened in the North in 1871, but it was not until five years later that the Main Line, from Hobart to Launceston, was built by an English company, and opened for traffic. It was a matter for congratulation when the Government, who had taken possession of the Launceston and North Western Railway soon after its completion, purchased the Main Line in 1890. With the exception of the V.D.L. Railway from Waratah to Emu Bay on the North-West Coast, and Mt. Lyell Company's line on the West Coast, all lines now completed are Government property, and the colony possesses about 470 miles of metal roads, of which only about 50 are yet to be opened for traffic, the remainder being in full working order.

The population of Tasmania is 172,480. The climate is mild and exceptionally healthy, and the scenery richly varied,

J. W. BEATTIE, Hobart

"OONAH," AT HOBART WHARF.



grand, and beautiful. The country, notwithstanding some vicissitudes, is, in the main, prosperous, and suffers less from the "unemployed" difficulty than its larger neighbours. As a rule, a provident, sober man can always obtain work at a remunerative rate, and the wealth of the country is, on the whole, evenly distributed.

In 1891, the Union Steamship Company of New Zealand took over the business of the Tasmanian Steam Navigation Company, and every year since has demonstrated the great advantage to Tasmania of having the traffic in the hands of a company which has a much larger fleet than any local company could acquire; and having a deserved reputation for the speed and safety of its vessels, the regularity of its sailings, and its careful consideration for the comfort of its passengers. As an instance of the care exercised in navigation, the s.s. "Oonah" might be mentioned. This fine vessel is in the Hobart-Sydney line, has travelled in the service of the Union Company 397,332 miles, and made 283 trips; the same vessel has covered 63,180 miles and made 90 trips in the service of the old T.S.N. Company, in all possible descriptions of weather, but has not had a single accident. The Company conducts its Tasmanian business on the same liberal and progressive lines as those pursued in New Zealand, where it has won the esteem of the shipping and travelling community. Where the traffic promises to justify it, commodious steamers are laid on, and every facility given to travellers and traders. The Company took over a service which traded to two Tasmanian ports in 1891. In less than eight years the Company has established regular communication with four more, in order to meet the convenience of its clients, and maintains a thoroughly efficient and reliable service all round the island.

Intellectually, Tasmania has no reason to feel ashamed of her record. Of painters, she boasts of a name honoured throughout Australasia, and rapidly coming to the front in England as one of the truest exponents of art—Mr. W. C. Piguenit. Of poets, Caroline Leakey found a warm place in

the affections of her fellow colonists in the fifties, and later, Rowland Davies made one of a quartette of Australian song writers. In singers, Miss Amy Sherwin takes a front rank. Among writers, Mrs. Humphry Ward is known throughout the English speaking world, and Caroline Leakey's novel, "The Broad Arrow," shares with Marcus Clarke's Tasmanian novel, a wide popularity. About 160 books relating to Tasmania have been written, many by authors whose long residence had naturalised them in their adopted country.

One might specially mention Mrs. Charles Meredith, whose first Tasmanian book was published in 1852, and who, at intervals during a long and useful career, sent forth her charming descriptions of life in Tasmania, with accounts of the animals, birds, and flowers which abound in the island.

Mrs. Meredith's last book was a new and beautiful work entitled, "More of my bush friends in Tasmania."

To the Rev. John West, Tasmania is indebted for a valuable work entitled "The History of Tasmania," published in the year 1852.

Mr. John Gould lived in Tasmania for some time, collecting material for his books on Australian and Tasmanian birds. Mr. R. M. Johnston, F.L S, is the author of several important books relating to Tasmania, chief among them being his "Systematic Geology of Tasmania." Mr. James Bonwick has written voluminously on different phases of Tasmanian life and customs; and Mr. James Fenton, aided materially by Mr. J. B. Walker, F.R.G.S., has given to the world a fair and concise "History of Tasmania."

The list might be prolonged indefinitely of Tasmanians by birth and adoption who, in history, in science, in art, in literature, and in song, have been an honour to the island which lies beneath the Southern Cross. The number of scientific and other papers contributed to the Tasmanian and Royal Societies since 1842 would be sufficient confirmation, were any needed, of the mental activity and love of individual research to be found among the inhabitants of Tasmania.

J. W. BEATTIE, Hobart

HOBART & MT. WELLINGTON.

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# GUIDE TO EXCURSIONS IN TASMANIA.

During the last six or seven years, in fact, since the enterprise of the Union Steam Ship Company enlarged the facilities for tourist traffic, many places hitherto unknown or inaccessible have been made available for visitors, so that there is no need for the Australian and English visitors to go year after year over the old familiar round, charming though it is, in a summer climate so perfect; but new places may be explored, and the enormous varieties of scenery and climate comprised within the limits of the island may be viewed, admired, and enjoyed. The increasing number of visitors who bring bicycles has directed attention to the possibilities of numerous quiet country excursions in directions that are not in the usual line of travel, so that special attention has been paid, in compiling this book, to the wishes of travellers who desire new places of interest to visit, and to cyclists whose desire for novelty is subordinate to the necessity for good roads. At the same time, as no guide would be complete which left out the familiar and known resorts, due attention has been paid to the best way of reaching these, for there must always be among the thousands of tourists, who from the old world, or from sun-baked Australia, annually come to revel in the attractions of this lovely island, some to whom the whole of Tasmania is a *terra incognita*.

First to be mentioned, as being the Capital, and containing the Houses of Parliament, the principal public buildings, and Government House, must be

## HOBART.

**SITUATION.**—South-east of Tasmania, County of Buckingham, on the River Derwent, about 12 miles above its junction with the sea.

**POPULATION,** including suburbs, 39,000; Area of City 1,270 acres,

**HALLS IN HOBART.**—Town Hall, Masonic, Temperance, and various smaller halls.

**THEATRE.**—Theatre Royal, Campbell-street.

**BATHS.**- Salt and fresh water in the Domain and at Sandy Bay ; Turkish, Harrington-street.

**CLUBS.**—Tasmanian, Hobart, Athenæum.

**CHURCHES.**—Anglican and Roman Catholic Cathedrals, and numerous Churches of all denominations.

**GOLF CLUB.**—Newlands.

**TENNIS.**—One Association for playing Royal Tennis ; numerous Lawn Tennis Clubs.

**POLO and RACING CLUBS.**—Elwick and Risdon.

**TOURIST AGENCY.**—Messrs. Cook and Son, Macquarie-street.

**STEAMERS.**—The fine steamers of the Union Company call at Hobart from New Zealand once a week. There is a direct steamer from Melbourne weekly, and a tri-weekly service *via* Launceston connecting with Hobart by train, leaving Launceston on arrival of steamer. There is a fast direct service from Sydney to Hobart, in which the favourite steamship "Oonah" is employed, making weekly trips, and the magnificent liner, "Mararoa," withdrawn from the San Francisco Mail Service, has been placed by the Company on this line, in order that passengers may have the convenience of a steamer every two or three days in the busy season.

## Places of Interest in and about Hobart.

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**THE BOTANICAL GARDENS,** situated in the Queen's Domain, on a slope overlooking the Derwent, with a pretty esplanade, fronting a quiet bay, which is reached by following the Domain-road past Government House.

**THE TASMANIAN MUSEUM and ART GALLERY,** in which is a large room set apart for the display of Tasmanian specimens of natural history, minerals, etc., in addition to the foreign collections of various kinds.

**THE PUBLIC LIBRARY.**—Located in the same building as the Town Hall, with an entrance in Elizabeth-street, where a newspaper room, magazine room, and a general room are kept well supplied with periodical and general literature.

J. W. BEATTIE, Hobart

MT. WELLINGTON FROM HUON ROAD.

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J. W. BEATTIE, Hobart

BROWN'S RIVER ROAD FROM SHOT TOWER.

**FRANKLIN SQUARE.**—Just opposite the Library. A pleasant resting place.

**BARRACK SQUARE.**—A pretty reserve, and favourite band promenade, with entrances from Davey-street.

**THE CASCADE.**—On the slope of Mt. Wellington, reached from the terminus of the Macquarie-street or Cascade tram. **Tram, 6d.**

**SANDY BAY.**—Reached by tram ; three miles from City. A fine breezy beach with extensive view. **Tram, 6d.**

**LADY FRANKLIN MUSEUM.**—A building in a very beautiful valley, about two miles from the New Town Road along the Augusta Road. **Tram to Augusta Road, 3d.**

**DERWENT PARK,** reached by driving through the lower Domain Road, past Cornelian Bay to Risdon Ferry, and continuing along the new road round the Prince of Wales Bay. Return may be made by the Main Road, to which the park road leads, or through the Domain by turning off the Main Road at the New Town tram terminus, and crossing the railway line. It is one of the most beautiful drives about Hobart, and the road throughout is perfect for cyclists.

**THE QUEEN'S DOMAIN** stretches from the Railway Station to Cornelian Bay, and has several roads, from the highest of which a lovely view is obtained of the mountain, the city, and suburbs towards Glenorchy, and the Derwent. All the roads about Hobart are in good condition for cycling.

**RISDON.**—A new and charming cycle ride is to Risdon and return by way of Beltana. The Risdon Ferry is reached by following the lower Domain Road till it branches off the railway line at Cornelian Bay, then following the road across and then beside the line, turning to the right when New Town station is reached, and coming out of the little winding road in sight of Risdon Road, which is followed to the Ferry. Crossing in the punt, a perfectly level road leads for nearly three miles through very pretty country, part cultivated, part very beautiful bush land, until a large stone house on the right and a turning, also to the right, are reached. This turning leads to Beltana, where the cyclist may take steamer to town or go on to Bellerive. The way to Bellerive is good, but in dry weather is rather sandy. Afternoon tea may be obtained at the stone house mentioned, and the whole distance to be ridden is less than ten miles. **Ferry, 6d. Single.** **Steamer, 3d. Single.**

**NEW TOWN WATERFALL.**—The slopes of Mt. Wellington, on the side towards New Town, contain a beautiful fall, which is reached by following the Rivulet past Lady Franklin's Museum on the Augusta Road,

## ONE-DAY EXCURSIONS FROM HOBART.

**FREDERICK HENRY BAY.**—A little known and exceedingly pretty drive or bicycle ride is one to the shores of Frederick Henry Bay, which is in sight of the spot of Tasman's landing, if not actually the place where the discoverer trod for the first time the soil of Van Diemen's Land. Steamer leaves for Bellerive at 8.30 a.m., to connect with the mail conveyance leaving that place at 9 o'clock on Tuesdays, Thursdays, and Saturdays, for a drive of about seven miles through country with charmingly diversified views of hill and river and cultivated plain. The beach is a lovely one, the road is made of hard white stone, and is kept in good order.

Steamer, 4d.

Coach, 3s.

From **BELLERIVE**, the opposite shore of the Derwent, to which steamers run every half-hour, there is a very beautiful drive of fourteen miles to Sorell, along a good road, crossing Pittwater over a causeway which cuts off the bay and mouth of the Coal River from Frederick Henry Bay. A train starts for SORELL at 10 a.m. daily from Bellerive. The township is quaint, purely Tasmanian, very beautiful in spring when the crops are growing, and not without interest in the summer, when the yellow wheat is being reaped. For Sorell is a very fertile corner of Southern Tasmania, and was among the earliest land selected by the settlers in the little colony on the Derwent. This trip is a very favourite one with cyclists.

Steamer, 4d.

Train, 5s. 8d.

A day at **MOUNT RUMNEY** is time well spent, and can be undertaken without much fatigue or expense. The train for Sorell will land passengers at the "Red Gate," from whence a track leads by an easy grade to the top. Mt. Rumney was one of the intermediate signalling places between Eaglehawk Neck and Mt. Nelson. When a convict escaped from Port Arthur, the signals were flashed *via* Eaglehawk Neck to Mt. Rumney, by means of signal fires, and thence to Mt. Nelson, Hobart, in a very few minutes. There is a splendid view in all directions, which conveys a better idea of the contour of the coast and inlets and the relative positions of Norfolk and Storm Bays and Derwent Harbour than can be obtained from any other elevation in the vicinity. Special permission must be obtained by visitors from the proprietor to visit Mt. Rumney.

Train, 2s. 8d.

**RICHMOND** is not so well known as it deserves to be. It is distant only thirteen miles from Bellerive, in the centre of splendid pastoral and agricultural properties, and the township itself contains almost a reflex of life fifty years ago. In one shop, in the main-street, may be seen various

Coach, 5s.

J. W. BEATTIE, Hobart

THE SALMON PONDS.

THE NEW YORK
PUBLIC LIBRARY

ASTOR, LENOX AND
TILDEN FOUNDATIONS.

J. W. BEATTIE, Hobart

THE SHOT TOWER, BROWN'S RIVER ROAD.

interesting examples of the fashion of forty years ago. One almost expects a Cobb's coach with four galloping horses to drive up presently and break the silence of the quiet street. The road from Bellerive is good, and it should be a favourite day's outing for cyclists, who could make a round trip by going from Hobart railway station by train to Campania, and cycling thence (five miles) to Richmond, returning *via* Bellerive.

**Train, 5s. Single.**

**SALMON PONDS and NEW NORFOLK.**—These inland resorts may both be visited in one day by taking the 8 a.m. train on Saturdays from Hobart to Plenty, from whence a pleasant walk along the banks of a willow-shaded stream brings one to the Ponds, which are beautifully situated in the midst of a fine estate planted with English trees. The hatchery and the various ponds for the fish at different stages of their growth are all shaded by beautiful trees, and surrounded by a spacious and well-kept lawn, always green in the hottest summer. The hop grounds and orchards on the estate are also very interesting in late summer, when the apples are reddening, and the festoons of fragrant hop blossoms are awaiting the annual visit of the hop pickers, who come from far and near, and "bring the baby" for the pleasant summer picnic. New Norfolk is reached on the way back at about one o'clock, giving time to lunch at one of the comfortable hotels in the township, and to have a look at the hop grounds, or, perhaps, if one's taste inclines that way, a peep may be taken at the prettily situated Hospital for Insane, then a stroll along the banks of the Derwent for a few hundred yards brings the visitor to the wharf, whence the steamer starts at 3 p.m. for the trip down the river to town, arriving at six o clock. If return by train be preferred, town may be reached at 6·40 p.m.

**Train, 9s.**

**Steamer, 2s. 6d.**

**KINGSTON (Brown's River).** — This pretty village, in a hollow, "shut out by hills from the rude world," and with the river placidly flowing through it and out to sea, almost opposite the Derwent Lighthouse, is worth a day of the traveller's time. A coach leaves town at 9 a.m., returning at 4 p.m., which gives opportunity to walk on from the first beach to a second, even finer, at Blackman Bay, where there is a blowhole, which is most interesting after a gale, and at high tide on ordinary occasions repays the admirer of natural curiosities for the walk. The road winds along the western shore of the Derwent, and passes the Shot Tower from whence D'Entrecasteaux Channel, with Bruni Island in the distance, is in view the rest of the way. The road is in perfect order for bicycles, and the distance—11 miles to the beach—an easy one for quite ordinary riders.

**Coach, 3s.**

**PORT ARTHUR.**—The Union Company sends one of its large steamers to Port Arthur at intervals during the summer for the convenience of visitors, most of whom desire to see the place so closely associated with the penal history of Tasmania. Having seen it, they wish to go again because of its natural beauties. The port is quite protected, and the English trees which dot the township give it a cool and pleasant appearance, very homelike to English eyes, and very restful on sunshiny days. The old ruined church, the penitentiary, the model prison and churchyard, with its quaint inscriptions, are the principal places that a day's trip gives the visitor time to see.

Steamer, 5s.

**MOUNT NELSON.**—The Sandy Bay tram takes the visitor to a track, along which a short and steep ascent leads to the flagstaff and signal station. For fairly good walkers, an excellent day's outing is afforded by the walk, first along the Waterworks Road, then to the left along Proctor's Road, following its winding towards the right until the ridge running to Mt. Nelson is reached, when the road turns again to the left, and a delightful bush walk leads to the summit. Hot water or tea may be obtained from the caretaker, and a look through the telescope is not the least interesting part of the day. Splendid views of Bruni Island, D'Entrecasteaux Channel, Storm Bay, Ralph Bay, South Arm, and the City of Hobart may be obtained on a clear day. The short steep track leading to Sandy Bay Road forms the shortest and easiest way back.

Tram, 6d.

**FERN TREE BOWER and MOUNT WELLINGTON.**—Coaches leave at 9 a.m. and 2 p.m. daily for the Bower, proceeding along the Huon Road ; the distance is rather more than five miles, with a gradual ascent all the way. There is a rustic house and shed just in a nook where the water from two streams is collected in a basin and conveyed by pipes to the reservoir at the Waterworks. There are some fine tree ferns at the Bower, and a pleasant walk along a shady level path for about two miles, passing Forked Creek, another intake for the water supply, takes one to the tram line which leads to St. Crispin Well. An arrangement is sometimes made with the Corporation for the use of the trolly or tram, but the walk of three miles to St. Crispin's is quite level, and the elevation (over 1,600 feet) produces a feeling of exhilaration that prevents the sensation of fatigue. From the Huon Road, just between the gate leading to the bower enclosure and the pretty little church of "Strawberries and Cream," is the easiest track to the Springs, halfway to the summit of Mount Wellington. There is a turn off, much nearer town, at the Finger Post on the Huon Road, and the track is a

Coach, 3s.

J. W. BEATTIE, Hobart

PORT ARTHUR.

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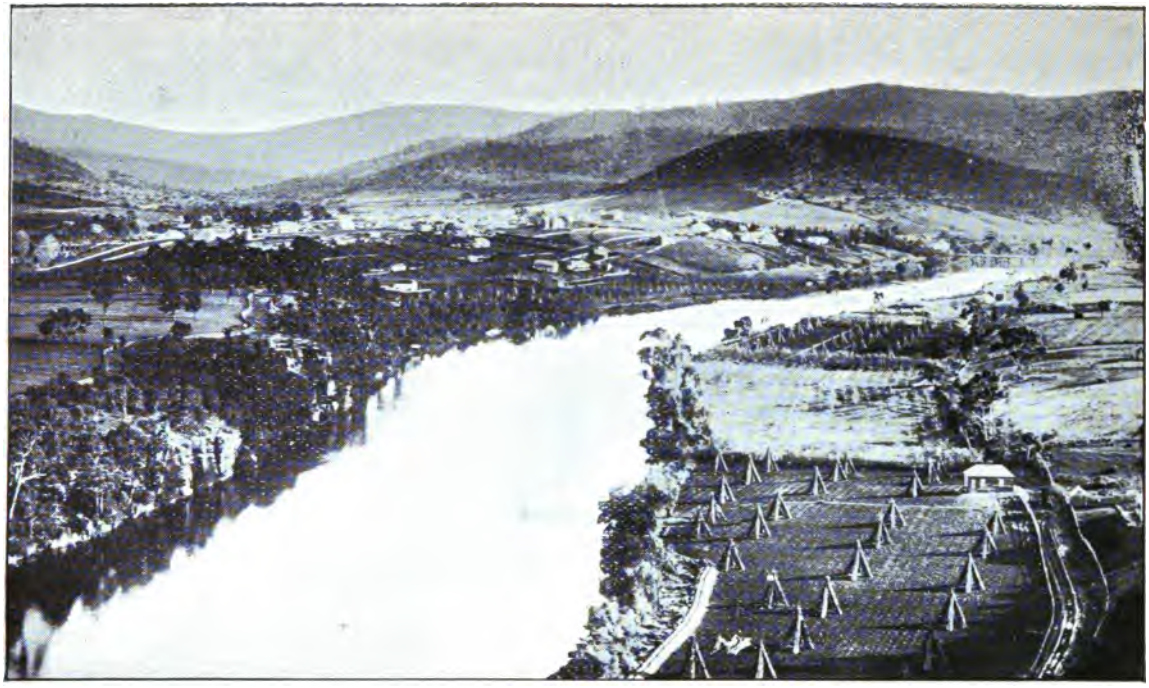

J. W. BEATTIE, Hobart

NEW NORFOLK FROM PULPIT ROCK.

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ASTOR, LENOX AND
TILDEN FOUNDATIONS.

fairly easy one. Between the two is the newly formed carriage drive to the Springs. Having arrived at the Springs, where there is a shelter shed and a cottage, where hot water or even a light meal may be procured, the visitor having only a day in which to see the mountain, should proceed up the track to the top of the mountain, about a mile and a half from the Springs. From there a lovely view is obtained of the city, the river, the channel, the waterworks reservoir, and the graceful slopes and spurs on the sides of the mountain towards Kingston. The traveller may rest content with the panorama to be seen from there, or may proceed by the level track round the Ploughed Fields to the Pinnacle, where a glance northerly shows the Derwent to Bridgewater and the country as far as Brighton on a clear day. The observatory established by Mr. Wragge for taking high level observations, in conjunction with those at Mount Kosciusko in New South Wales, is close to the Pinnacle. For persons to whom climbing is distasteful, a level roadway from the Springs, somewhat overgrown, but still distinguishable, offers the alternative of a walk to the Organ Pipes, a name given to the columns of rocks immediately below the Pinnacle. The lightness of the atmosphere, the exquisite scent of the bush, and the attractive glimpses of forest and clearing, and the sapphire blue of the water, make up an impression, or a series of impressions, that render the remembrance a perpetual artistic delight. The fern gullies, mossy banks, shady glens, and pretty waterfalls, and the delicious pure air, are reasons sufficient for spending many days in exploring Mount Wellington, and as several boarding houses and an hotel are to be found in the vicinity of the Fern Tree, a week spent in these surroundings is easily arranged, and would not exhaust the walks to the beauty spots on the various slopes.

**GLEN LUSK and MOLESWORTH.**—The Tasmanian Tourists' Association recommends highly the drive to Bismarck or to Molesworth for one day's excursion from Hobart. In a pamphlet published by the Association is the following description of the drive, which, however, is too steep to be recommended to cyclists: —"Within ten miles of Hobart are some picturesque but little known scenes, their inspection forming but a pleasant half day's drive, or an interesting whole day excursion may be had at moderate charges. Turning off to the left of the main road at Berriedale, seven miles from Hobart, a steep but excellent branch road leads up the range dividing the valley of the Derwent from Sorell Creek. On its summit,

**Cab, £1.**

about 10 miles from the city, is the settlement of Glen Lusk, the small farms of which extend down the valley. Here the road forks, that to the right winding down the steep pass of the Sorell Creek to the settlement of Molesworth; and that to the left to Bismarck, settled principally by German immigrants. From the summit some charming panoramic views are obtained of the valley of the Derwent on the one side, and Collins Cap and the peaks of the Western Ranges on the other. Seemingly close at hand is Mount Faulkner, bounding the settlement of Molesworth, which is about 14 miles from Hobart. If it is desired to make the ascent, the vehicle may be put up at a farm house, and guides obtained. The spurs of the mountain are clothed with heavy timber, ferns, wild flowers, and mountain berries grow in profusion. The visitor to these settlements can revel in freshly plucked fruit and cream, and arrangements for visiting this charming valley can be made through the office of the Tasmanian Tourists' Association. The road to Molesworth passes a small but most picturesque lake, and ultimately joins the New Norfolk main road near the third mile stone from that township. This route is frequently taken by tourists walking from New Norfolk to Hobart, and is shorter than the Main Road. The Sorell Rivulet has been stocked with brown trout, and is attractive to the angler.

**Nubeena, 10s.**

**Excursion, 4s.**

**EAGLEHAWK NECK.**—Occasionally a steamer makes a one-day trip to this historic and charming spot, a narrow neck dividing Norfolk Bay from Pirates Bay, on which is the "Tesselated Pavement," and a fine sandy beach curving round in the direction of Tasman Peninsula to the Blowhole, which is one of the finest in Tasmania. Readers of Marcus Clarke's book, "For the Term of His Natural Life," will remember his mention of this Blowhole and Tasman Arch, and his use of them in a powerful dramatic situation. The horrors of Eaglehawk Neck, with its cordon of bloodhounds across the narrow strip of land, and its guard of voracious sharks in the water, which made escape almost impossible, are also described in the book. A cool breeze from the sea makes the locality pleasant on the hottest day, and there are numerous pretty walks in the neighbourhood which would be worth a more extended visit.

J. W. BEATTIE, Hobart

LOVETT, FROM EAST, PORT CYGNET.

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## TWO-DAY EXCURSIONS FROM HOBART.

**DUNALLEY** is one of the places that were for years practically unknown, but it is every year becoming more popular, as its beautiful position at East Bay Neck, north of Norfolk Bay, the beautiful beaches within easy distance, and the abundance of sport for rod and gun, are becoming better known. It is reached by taking steamer direct on Monday and Thursday, or ferry to Bellerive at 9.30 a.m., connecting with the Sorell train, which leaves Bellerive daily at 10 a.m. Arrangements can be made with a coach connecting with this train on Mondays and Thursdays, returning on Tuesdays and Fridays, so that, although it is possible to see Dunalley in a trip of two days, a longer stay, if thought desirable, is easily arranged. The road is good all through for cyclists, and the distance, thirty-six miles, is generally shortened on the outward journey by taking train to Sorell, and thus avoiding a long hill round Mount Rumney, which is easily got over on the return journey by a walk of four hundred yards.

**Steamer, 10s.; or, Train, 5s. 8d.; and Coach, £1**

**SOUTH ARM.**—Every Tuesday a conveyance leaves Bellerive at 9 a m. for Rokeby, Clarence, Sandford, and South Arm, the whole length of the peninsula which skirts the eastern shore of the Derwent, returning next day. There is only private accommodation, and arrangements could be made with the driver with regard to it. With Ralph Bay on the one side, Frederick Henry Bay on the other, with extensive cultivation and comfortable homesteads alternating with park-like open forest land, and an occasional thick grove of wattle, it forms a succession of scenes which rival the better known west side of the harbour, and have the charm and freshness of country, rather than of suburban life.

**Coach, 6s.**

**PORT ESPERANCE.**—Visitors to the Tasmanian Art Gallery who have seen Mr. W. C. Piguenit's picture of "Faith, Hope, and Charity," the three lovely islands in the beautiful Bay of Esperance, scarcely need a word of recommendation to visit this interesting part of the Tasmanian forest. A steamer leaves Hobart on Monday, Wednesday, and Friday, returning on Tuesday and Saturday. The trip is by way of the Channel, and in ordinary weather is a charming smooth-water excursion, giving the tourist, who inclines to sea trips, a number of glimpses of the various settlements along the shore line of the mainland and of Bruni Island.

**Steamer, 10s.**

**SOUTHPORT** may be visited by the same steamer on Wednesday only. Like Esperance, it is principally the centre of a saw-milling industry, but the efforts of a village settlement have demonstrated the fertility of the soil and its adaptability for agriculture, though for various reasons the

**Steamer, 10s.**

settlement has not been a financial success. The Ida Bay Caves are a few miles from Southport, but they have not received the attention from the Government that they deserve, though they are fairly accessible. In the course of time, their value to the country as a pleasure resort will be recognised, and better facilities for comfortably viewing them will be provided. They are extensive and beautiful.

Coach, 10s.

**THE HUON.** — This forms a charming round trip, occupying two days, by taking steamer at 8.30 a.m. on Monday or Thursday and travelling down the Channel, calling at various ports, Bruni Island, Peppermint Bay, Gordon, Port Cygnet, and then along the Huon River to Huonville, where there is excellent fishing for English trout, staying all night and returning by coach next day; or, the steamer may be left at Shipwrights Point, and the visitor driven to Geeveston, the pretty village among the mountains, returning by coach or steamer next day.

Steamer, 8s.

Steamer, 7s.

**PORT CYGNET.** - One of the most charming corners in Apple Land is Port Cygnet, a pretty bay near the mouth of the Huon River. It abounds in edible fish, and is perfectly sheltered, so that boating and fishing are a delight in its calm waters. The surrounding country furnishes a goodly portion of the 160,000 cases of apples shipped annually to England. Raspberries and blackberries also grow in profusion, as in the district of the Huon generally, and Harvey's Hotel has a deserved reputation for comfort. Steamer leaves Hobart at 8.30 a.m. on Monday and Thursday, returning on Tuesday and Friday. The hotel proprietor also sends a vehicle to Huonville to meet passengere coming by the Huon coach, if arrangements are made beforehand.

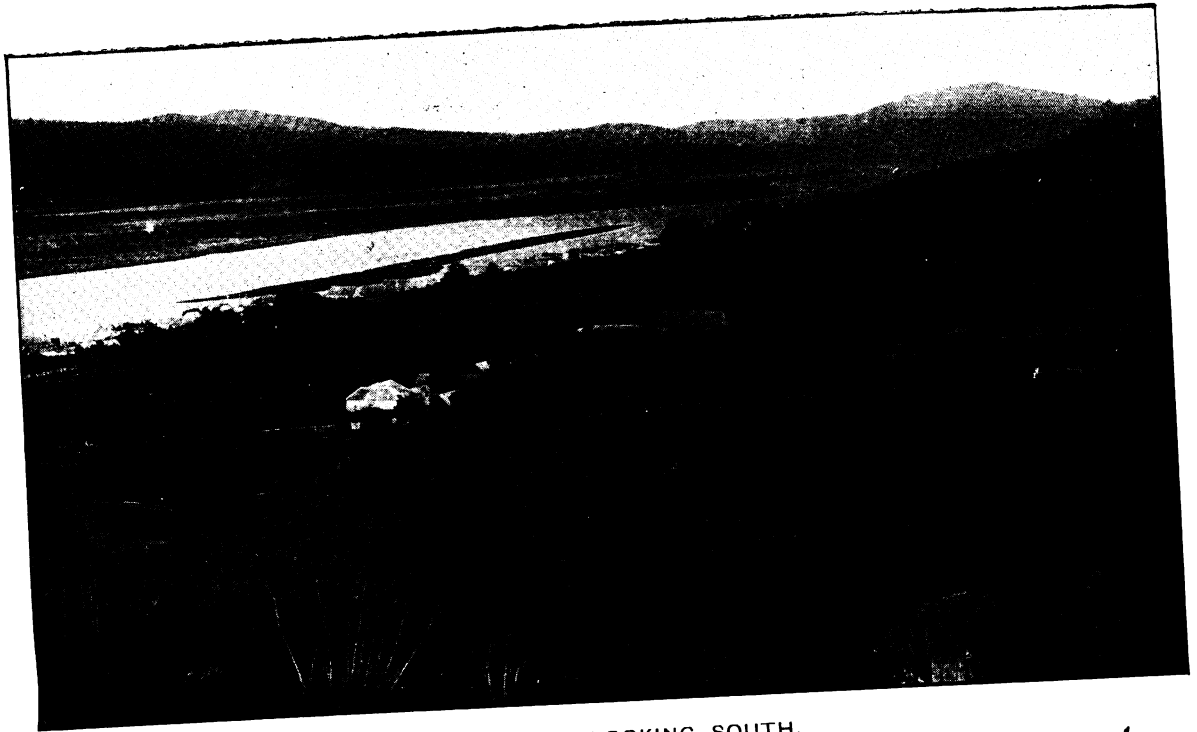
Steamer, 8s.

Coach, 10s.

**FRANKLIN** is also on the Huon River, and the tourist desiring to see the orchards of the Huon might leave the steamer at this port instead of proceeding to Huonville. The coach drive is considered to be one of the finest in Southern Tasmania.

Coach, 6s.

**LONGLEY.**—A melancholy interest attaches to the pretty valley at Longley. The disastrous mountain fire of the summer of 1897-8 swept it almost clear of houses, fruit gardens, ferns, and trees, while several lives were lost in the conflagration. It seemed as if it would take years to undo the harm done at that time, but a few weeks afterwards the persistent growth began to cover with a green mantle the brown earth and bare black stems, and the valley is now as beautiful as ever. English trout fishing, in the North West Bay River close by, is a pleasant recreation, and a drive in the Huon coach of 11 miles from Hobart, leaves one with a good day in which to ramble in search of ferns,



FRANKLIN, LOOKING SOUTH.

J. W. BEATTIE, Hobart

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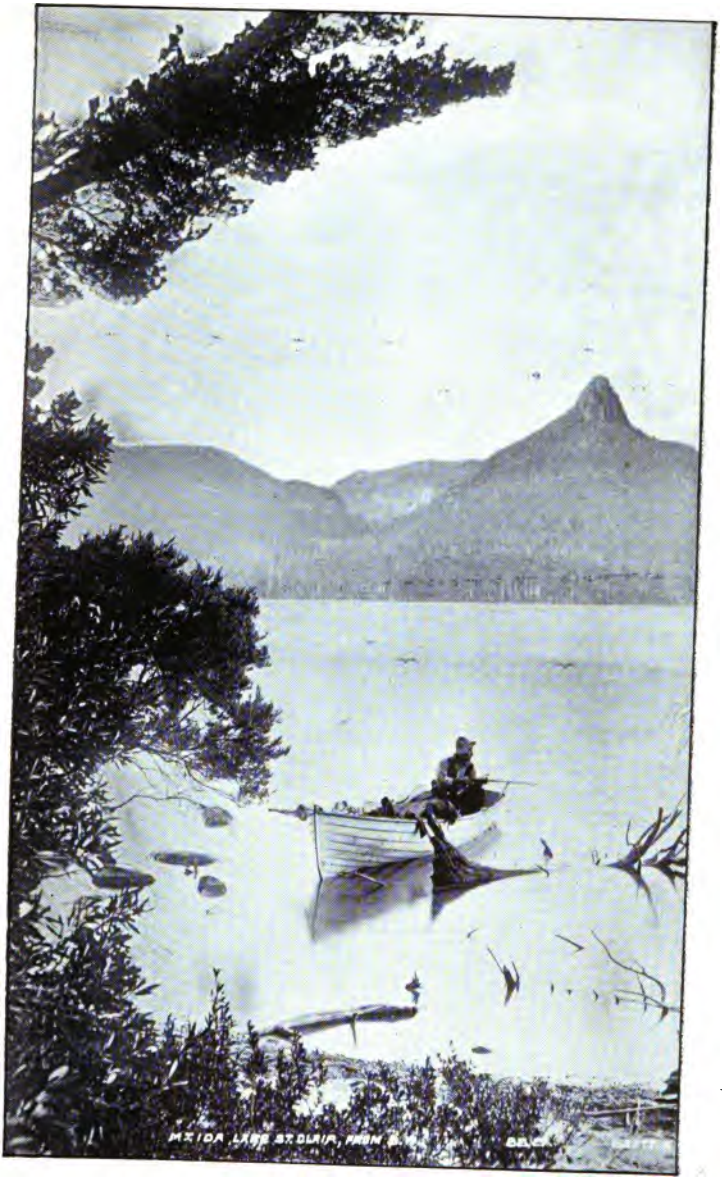


MT. IDA, LAKE ST. CLAIR.

J. W. BEATTIE, Hobart

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or fish for the dainty brown trout, returning next afternoon. There is good accommodation at the hotel, and plenty of strawberries and raspberries in the season.

**WOODBRIDGE (Peppermint Bay).** — The facilities for reaching this charming bay in the Channel have been increased lately by the running of a mail conveyance, which leaves Kingston on the arrival of the day coach, and returns from Woodbridge the following day. The trip by steamer, leaving town on Mondays and Thursdays at 8.30 a.m., is still the favourite way of reaching Woodbridge, but the alternative of a road trip has attractions for a goodly number of tourists, while many visitors will now take the opportunity of going by road and returning by river. The road is hilly in one or two places, but good enough for cyclists, and the distance, about 28 miles from Hobart, makes it an easy day's ride. One or two very comfortable private boarding houses are to be found, notably those of Mrs. Potter and Mr. Chas. Searle, and the boating, fishing, and bush scenery would repay a more extended visit if time permits.

**Coach, 7s.**

**Steamer, 5s.**

## VARIOUS LAKE EXCURSIONS FROM HOBART.

The numerous lakes and abundant rivers in Tasmania, with the wild and romantic scenery where they abound, constitute a perennial attraction for the artist, the lover of nature in her varied moods, and the sportsman ; while the quiet peacefulness of the atmosphere, which contrasts so strongly with the grandeur of the surroundings, appeals to the tired city dweller, whose principal requirement is a bracing climate and a sylvan retreat.

The lake district, situated on the south-east part of the basaltic tableland, which stretches from Bothwell north-westerly to Mt. Bischoff, is comprised in a radius of about 30 miles, on an elevation varying from 2,700 to 3,800 feet above sea level. The summer climate is an ideal one, and even in winter it is bracing and bright, though a good deal of snow falls at times.

**LAKE ST. CLAIR.**—Embosomed in the forest beneath Mount Olympus, which is a wall-like formation of basaltic greenstone, rising 2,300 feet above the lake, with Mt. Ida on the further shore, this "Killarney of the Tasmanian Lakes" is in many respects the most beautiful of them all. The dark green foliage of the beech on its western shore forms

**Train, 10s. 6d.**

**Coach, 13s.**

one of its most striking beauties, and of this forest, Colonel W. V. Legge, R.A., who visited the lake in company with Mr. W. C. Piguenit some years ago, writes thus :— "There may be some whose acquaintance with this tree (the beech) is limited to the solitary specimens met with here and there in the dells of Mt. Wellington. To such I may be permitted to say, that on suddenly entering one of these beautiful woods, ignominiously called 'myrtle scrubs,' the traveller is translated in an instant to the cool, shady, and romantic forests of Central and Southern Europe. All round stand weird and moss covered trunks of lofty stature, whose gigantic lichen clad limbs stretch out among the feathery beech foliage, upon which, as the wind sways the branches overhead, fitful gleams of sunlight play for an instant, and then fall on the massive, decaying logs which lie strewn among the ferns. For the most part an absolute stillness pervades these verdant solitudes, as scarcely a bird note enlivens their depth, and the usual animals of the Australian bush seem to be absent from them."

Lake St. Clair, in which the Derwent takes its rise, is the deepest of the Tasmanian lakes, having a recorded depth of 550 feet. It is about nine miles in length, by two in breadth, and is surrounded by picturesque mountains, which rise from the lake plateau in various directions. It lies in the direct route to the West Coast from Hobart, and can be visited by the tourist *en route* to Mt. Lyell. The lake is reached by taking the train leaving Hobart at 8 a.m., changing at Bridgewater Junction for the Derwent Valley Line, and proceeding to Macquarie Plains, from whence a coach starts for the Ouse. Here is good English trout fishing, and a day or two might be pleasantly spent in the vicinity. On Tuesdays and Fridays a conveyance leaves the Ouse for Dee Bridge, where accommodation is provided for the night, and guides with all neccessaries can be procured for the rest of the journey. There is a house at the lake built for the accommodation of tourists, and a boat in which to explore its beauties.

The Tourists' Association, a private association, of which the Hon. Henry Dobson is the president, is now doing all in its power to increase the facilities for tourists in this, as well as in every part of Tasmania, and is specially devoting its attention to opening up little known pleasure resorts such as the one under notice The distance from Hobart to the Dee is 76 miles, and the road *via* New Norfolk is good enough for cyclists, who might pleasantly make a three days' trip of it, with good accommodation, by staying one night at New Norfolk (21 miles), then on to Hamilton (24½

miles), and proceeding 31 miles to the Dee Bridge on the third day. For many cyclists, however, Hamilton (45½ miles), over a splendid road, is only a comfortable day's ride. Arrived at the lake many days might be spent in ascending the mountain peaks in the neighbourhood, from most of which magnificent views are be obtained, Mount King William having perhaps the most extensive and varied outlook on the entire plateau.

Mr. W. C. Piguenit, the Tasmanian artist, whose numerous paintings have done much to make its beauties known, says: —"I should strongly recommend the tourist who does not object to a little mountain climbing, when in the neighbourhood of King William Range to ascend the first peak of that range. If care is taken in avoiding the thick scrub which clothes the base of the mountain, by selecting the ridge or spur on its eastern flank, the ascent is not difficult. Upon gaining the summit a magnificent view is obtained which will reward him for his labour—for he stands in the midst of a vast panorama embracing almost the whole of the western highlands. Looking over this grand landscape, he will see an apparently endless succession of steep valleys and ravines, all densely wooded; and range after range of rugged mountains, all more or less precipitous. Many of these valleys, such as the Loddon for instance, are clothed with the densest growth of myrtle or beech forest I have ever seen, imparting a beautiful soft, velvety green to the landscape. Numerous lakes dot the surface of the country, while gleams of alternate sunshine and shadow fliting across it, give a variety and charm of great beauty, at one time bringing some mountain peak into bold relief, and imparting to it, if belonging to the order of crystalline rock formation, the appearance of being snow clad; while others, plunged in the shadow, are lost in the deep purplish blue of the distance, the whole making up a scene, wild it is true, but of such variety of outline, and of such wealth of colour, as to make the western highlands one of the most charming of the many beautiful landscapes to be found in Tasmania."

**LAKE ECHO.**—This lake is only five miles from the Dee Bridge, and could be visited either as a part of the Lake St. Clair trip, or may be visited and explored by those who have little time or inclination for the longer trip to the higher plateau. English trout fishing, beautiful scenery, and good accommodation at Mr. Ellis's, Dee Bridge, all combine to make the visit pleasurable.

**LAKES SORELL and CRESCENT.**—These beautiful lakes, distant only 12 miles from Parattah Railway Station, **Coach, £1.**

have become favourite resorts of late years, owing to the action of Mr. Algy Page, on whose estate the lakes are situated. This gentleman has built two cottages and a comfortable boarding-house, the name of which, "Interlaken House," is already familiar to scores of tourists in connection with its admirable management by Mr. Claud Doughty.

The zest of life, in the clear, bracing atmosphere of "Interlaken" is so immensely increased, that the trip should form part of the itinerary of all who visit Tasmania to recruit their health, as well as of those who come to spend a holiday in the normal condition of a traveller able to endure some degree of fatigue. The lakes are not generally announced as a cycling trip, on account of their elevation; but Tasmanian riders who have made the tour here suggested report that in the present good condition of the roads the tour is not only a possible, but an enjoyable one. Taking the express from Hobart at 8 a.m., and leaving the train at Brighton, the ride from there along the Main Road to Oatlands is easily managed in a day, and the hotels there are very comfortable.

The cyclist may then proceed by a road leading from Oatlands to "Interlaken," or the Main Road may be followed to Tunbridge, thence to "Interlaken." The road is hilly in places, but there are stretches of fairly level country that are delightful to the wheelman or wheelwoman. When return is desired, it may be made by the same way, or *via* Bothwell. A pleasant change is to leave "Interlaken" by the Great Lake route, and arriving at the Steppes, 18 miles from "Interlaken," to stay there for a few days, and make an excursion to the Great Lake. Mr. Wilson, at the Steppes, provides good accommodation, and will make arrangements, if desired, for the Great Lake trip. The return trip to Bothwell is easy and delightful, and a stay of a few days there, visiting the beautiful reaches and falls of the Clyde River, would be time well spent. From Bothwell, a ride of 12 miles brings one to Melton Mowbray, the beautiful country place where the rider again reaches the Main Road.

Here the cyclist may take train at 3 p.m., and reach Hobart at 6.40 p.m., if he does not desire to go again over once-traversed ground, but the chances are that the beautiful Bagdad valley, winding among the orchards, has so attracted him on the way up, that he cycles on to Brighton, and there takes train at 7·45 p.m., after a pleasant cycle ride of 35 miles, reaching Hobart at 9 p.m. The direction may be reversed at pleasure, and the lakes visited *via* Bothwell. The railway runs to Apsley, nine miles from Bothwell, on the Apsley Line, to Tunbridge on the Main Line, or Parattah,

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ENGLISH TROUT CAUGHT IN GREAT LAKE.

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about a mile from Oatlands, also on the Main Line, so that a train ride may alternate agreeably with cycling at different parts of the journey.

The officials in charge of the trains are careful in handling bicycles, and extremely obliging, considerations of great importance when entrusting one's tried and true steel steed to their care. A number of other lakes are to be found on this plateau, and the whole summer might pleasantly be passed in the delicious climate and delightful scenery within reach of the comfortable quarters of "Interlaken House."

**THE GREAT LAKE.**—Unquestionably *the* place for anglers is the Great Lake, for there the results of the persistent efforts to acclimatise the salmon and trout ova are most clearly demonstrated. Hundreds of fish weighing from 1 to 30 lbs. have been captured during the last few seasons, one angler having caught 50 fish, weighing an aggregate of 500 lbs., during a visit in February, 1896. The expenditure by the Government at various times since 1848, when the first experiment of sending out salmon ova to the colony was tried, has been considerable, and great interest in the experiments was taken in the other colonies. The Government of Victoria generously contributed the sum of £995, and on two occasions sent their sloop "Victoria" to convey the ova from Hobson's Bay to the Derwent. The Acclimatisation Society of Victoria also contributed £200; the Provincial Government of Canterbury, N.Z., £300; the Provincial Government of Southland, N.Z., £200; and the Provincial Government of Otago, N.Z., £150.

**Train, 14s.**

**Coach, 5s.**

**Bothwell.**

In 1888 the last shipment of salmon ova was brought to the colony by Sir Thomas Brady, Commissioner of Fisheries, Ireland, by the express wish of Sir James Agnew, who defrayed the expense of this large and very successful shipment. Other fish have at times been acclimatised, but undoubtedly the large trout of the Great Lake form the greatest attraction to the devotees of the rod and line. From Hobart the easiest way of reaching the Great Lake is by taking train at 10.30 a.m. for Apsley, proceeding by coach to Bothwell, then by conveyance to the accommodation house at the southern end of the lake. The Steppes are passed on the way, where a stay of a few hours or days at Mr. Wilson's may be enjoyably made. On the left are St. Patrick's Plains, open grassy country, formerly used for summer pasture in connection with the sheep stations further south. Of late years the experiment of keeping sheep there throughout the year has been attended with success.

Another way of reaching the Great Lake is by the Mount Lyell track from Deloraine, which will be more fully noticed

later. Visitors to "Interlaken" desiring to go to the Great Lake may also drive or ride the 30 miles between the two places by a road which, though precipitous in places, is fairly good. There is a rise of 1,100 feet between Lake Sorell and the Great Lake, and warmth of clothing is by no means to be neglected, even in the height of summer. The Great Lake is interesting, when sudden gusts blowing through the chasms between the hills toss it to and fro in sudden wrath, it is charming, when in the still glow of a summer's day the fantastically shaped rocks mirror themselves in clear water, each, it may be, in love with its own shadow reflected in the brilliant yet softened outline; it is grand and fascinating always, with a grandeur and grace that are peculiarly its own. Two photographs to be seen in the Tasmanian room of the Museum give the visitor an idea of the size of the Great Lake trout.

**HARTZ MOUNTAIN LAKES.**—The beauty of these lakes lies chiefly in their romantic situation and limpid clearness. They are easily accessible from Hobart by a route which begins to be charming from the start, and continues to unfold fresh beauties at almost every mile of the way.

The trip to the starting point for the lakes, Geeveston, may be made by either Channel steamer, leaving Hobart at 8.30 a.m. on Mondays and Thursdays, proceeding to Shipwright's Point, where a conveyance meets the steamer to take visitors to Geeveston, or by the Huon coach leaving Hobart daily at 9 a.m. "Hillcrest," the comfortable boarding-house managed by Mrs. Geeves, is reached in the afternoon, and there all arrangements can be made for guides and provisions. There is plenty to interest the visitor who wishes to delay the ascent—splendid fishing and boating in the Kermandie River, enjoyable picnics in the forest, through which several tram lines run, along which the gigantic timber is hauled to the mills; one or two lovely bush drives, and a summer climate absolutely perfect. The track to the lakes is well made, and it is possible to ride all the way to the house which was built for the accommodation of visitors, at the suggestion of the Tasmanian Tourists' Association. Generally, however, the tourist who is a fairly good walker, rides only half way, when the lightness of the atmosphere, and the beauty of the sassafras and fern, native laurel, and grass tree, with here and there an extensive view, make the travelling a delight. There is no need for camping out, as the accommodation house is comfortable, and a few days may be pleasantly spent in visiting the various lakes. There is a very pretty fall on the Kermandie worth making a short

Steamer, 10s.

Coach, 12s.

J. W. BEATTIE, Hobart ENTRANCE ISLAND, HELL'S GATE, MACQUARIE HARBOUR.

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detour on the way in order to visit, and a lovely fall on the Arve River, quite near to the accommodation house. The plateau on which the lakes are situated is 3,000 feet above sea level, and a walk of about a mile brings the visitors to the base of the Hartz Mountains, which rise out of the tableland for another 1,000 feet or so. Round this base the lakes lie; Osborne, Percy, Esperance, and Eliza are the names of the largest lakes, but there are several small ones. A few years ago the Tasmanian Fisheries Commissioners stocked the lakes with young Californian and Loch Leven trout, so that by this time they should afford good sport. Every visitor to the lakes should climb the ascent called the "Gap," from which he will obtain a magnificent panoramic view of colossal mountains and deep valleys grander than anything in the southern part of the island. It is quite easy to make the trip in five days, having a day and a half on the top of the mountains, and it may be done, if time is an object, in four days to and from Hobart.

## MACQUARIE HARBOUR, STRAHAN, THE SILVER AND COPPER FIELDS, AND CIRCULAR HEAD.

The comfortable steamers of the Union Company girdle Tasmania with the means of rapid, safe, and easy transit, and contribute not a little by their facility to the extension of trade and consequent increase of traffic.

The importance of easy communication with the West Coast with its rapidly growing population has been realised by the directors, who have leased the beautiful Settlement Island in Macquarie Harbour for the purposes of the Company. This island was established as a penal settlement about 1821, and buildings sufficient to accommodate two hundred people were erected. The *Zeehan and Dundas Herald* of January 18th, 1898, gives the following account of the island:—

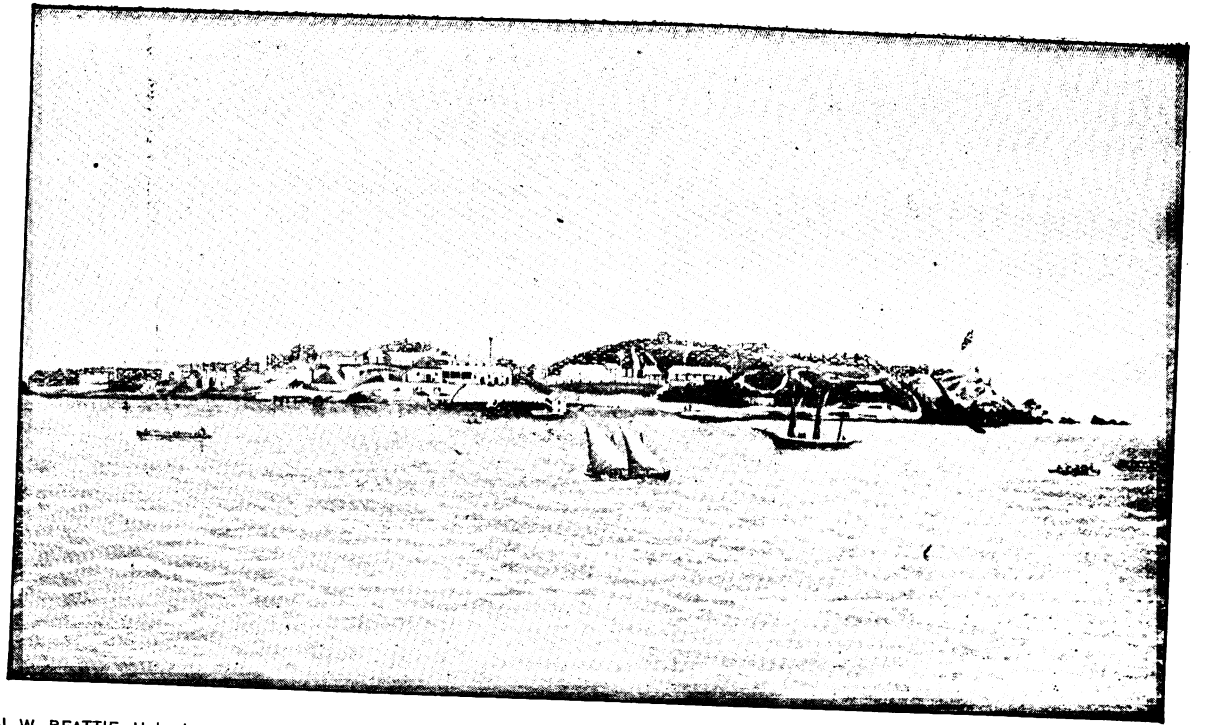
"During the penal days, the island was surrounded by a line of palisades, of which but fragments are now left. There were also barracks, a jetty, gaol, forge, guard-house, and dockyard, the last named being in good preservation.

"Of the buildings only a few ruins are now left, the old court-house, though destroyed, being about the best preserved of the lot. The Commandant's house, which stood in the middle of the island, has quite disappeared. Besides the aforementioned buildings there were some others, as the hospital, chaplain's house, and two penitentiaries. From this it may be readily imagined that in the days gone by Settlement

Island presented quite the appearance of a small township. I may mention that Captain Forrest, the well-known painter of Hobart, some time ago painted a picture of Settlement Island after a sketch made by a convict who had spent some years there. All has disappeared, though less through the influence of wind and weather than through barbaric hands. When the Heemskirk rush set in, or thereabouts, vessels ran to Settlement Island for the purpose of getting bricks and building material. The old places were ruthlessly broken down, and it was not until the Government got wind of this bit of freebooting that it was stopped. However, this veto came too late, and besides the court-house there remained only the walls of a few cells, which are situated close to the landing place. The bricks used for the building were manufactured on the western side of the bay, on the mainland, whereas the lime, I am told, was brought down from the Gordon River.

"As already mentioned, the most pre-eminent ruin of the island is the old court-house. It is built of red sandstone, probably brought from Hobart, and it was roofed with Huon pine shingles. The court-room was on a level with the ground outside, the space below being devoted to cells. Over the door leading to the court-house is the Government coat of arms, which, though waterworn, is still plainly visible. I am told that as much as £10 has been offered for it by those in search of curios. The few steps leading to the building show by their worn-out state that this place must have been frequently used, but very likely not for the pleasure of all on the island. The prisoners on the island were employed at all kinds of work, the nature of which was very often prompted by the whim of this or that official. However, the greater part seem to have been engaged in cutting timber on the mainland, which was used for shipbuilding, etc., or for export to Hobart. That the prisoners did not live exactly in the Garden of Eden there is little doubt. A fare, bordering on starvation rations, hard work, and plenty of lashes, constituted the bill of fare for the day. The place where the lashes used to be administered is on the southern end of the island, where a few pieces of triangle remain. This kind of treatment did not, of course, tend towards rearing in the convicts a liking for the island and its beautiful surroundings, and many escaped, the greater part of the fugitives perishing in the attempt to reach the inhabited parts of Tasmania."

During one year alone 102 prisoners absconded; some of these managed to make their way to the bush, afterwards following up the life of a bushranger, like Brady. Now, Settlement Island, also called Sarah Island, is a favourite



J. W. BEATTIE, Hobart

SARAH ISLAND, MACQUARIE HARBOUR, 1830.

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J. W. BEATTIE, Hobart

HELL'S GATES, DAVEY RIVER.

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ASTOR, LENOX AND
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place for picnics, and its new associations are all of a holiday sort, connected with the bright and beautiful summer-time.

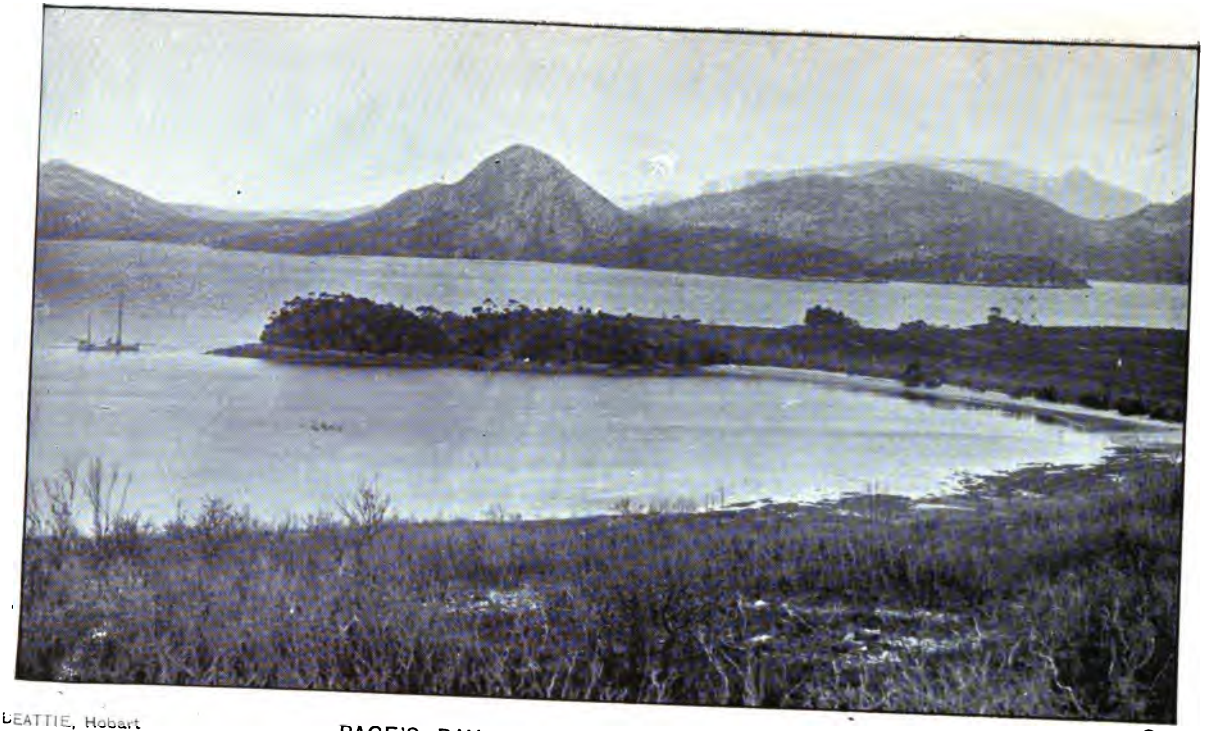
The Union Company's steamers leave Hobart tri-weekly for the Silver West and the North-west. The course lies through the beautiful D'Entrecasteaux Channel, with the timbered slopes and pebbly beaches of Bruni on the left, and to the right the bays and rivers that make the channel trip so varied and interesting, Passing Southport, Esperance, and Recherche Bays, and rounding the South-west Cape into the open sea, Port Davey is passed in a few hours; that is at present, for the two counties of Kent and Arthur, both of which abut on the splendid harbour of Port Davey, contain much country that must eventually be settled on, though so far the whole of Arthur and about 700,000 acres of Kent are unsettled, partly because some of the land is poor, doubtless, but principally because the means of access have not been provided. The surveyors of the Lands Department report that a large area of land in Kent is suitable for fruit-growing, though neither Kent nor Arthur have been thoroughly explored. The splendid timber trees growing on the Port Davey River and elsewhere are practical proof of the possibilities of the land. The beautiful land-locked harbour of Port Davey, with its numerous bights — like harbours within harbours — the beautiful Spring River with its bays and inlets, Davey River with its magnificent gorge known to all Tasmanians by Mr. Piguenit's picture "Hell's Gates," the varied scenery, and opportunity for sport, emphasise the opinion of more than one visitor, that no one can say he has seen Tasmania until he has visited Port Davey. Sir John and Lady Franklin visited Port Davey in 1842, and Mr. David Burn, who wrote an account of the trip for the *United Service Gazette*, waxes enthusiastic over the beauties of the lake-like Spring River. He says:—"The picture it presents is one of indescribable magnificence, varying in character every thirty or forty yards. Here a smooth grassy hill thrusts its velvet limbs into the wave, there an endless succession of wild, irregular cliffs split into figures of most extraordinary magnitude and extravagant form pierce the sky with their uncouth points. Some are hollowed like gigantic punch bowls, fit for the revels of Cyclops, others assume the aspect of nature's primitive fortifications, being ranged in long and imposing lines, tier over tier of deeply scarped battlement and fosse; the naked crags presenting a variety of tints, pink and white and slate being the prevailing hues that glance and flicker in the varying sunlight. Hill soars over hill, crag surmounts crag, whilst peak and mountain cone tower to Heaven their proud pinnacles, shown in bold relief, or veiled by the fleecy canopy

that, ever and anon, strives to envelop their aspiring fronts. Nature is untarnished, primeval majesty reigns supreme, whilst man looks on to wonder and adore. This panoramic enchantment lies about eight or nine miles above Bathurst Harbour, the expanse of its waters terminating two or three miles further north, whilst the river, or what is said to be the river, flows from E.N.E., for what distance has yet to be determined. Ten or twelve long summer days might be most deliciously spent in the investigation of this little known locality. A century may, is sure to, achieve what the present age is unable to accomplish."

The writer's prophecy is not yet fulfilled, the present generation has accomplished nothing in this charming spot, so for the present the Union steamships pass it by and proceed to Macquarie Harbour. A troublesome bar at the entrance once safely crossed, the inside is sheltered and commodious, and Strahan, the port, is quickly reached.

**STRAHAN.**—Up till 1877, not only Strahan, but the whole of the country round Macquarie Harbour, was practically an unexplored wilderness, although from the time of Sir John Franklin occasional rumours that the country was highly mineralised were talked of and allowed to be forgotten. In 1877, tin was discovered at Heemskirk, and a wild rush set in, but the results were not sufficiently encouraging to induce settlement, and the country was again almost deserted.

A few prospectors, however, continued to look for precious metals, and in 1884 Messrs. Long and Harman discovered some deposits of argentiferous galena, and in four years time the first mineral settlement began to cluster round the Silver Queen property, on which the galena lodes were extremely promising. From that date the importance of Strahan as a shipping port was assured, though various attempts were made to use Trial Harbour, an exposed roadstead north of Macquarie Harbour, and nearer to Zeehan field by some miles than the present port. In 1892, the growing importance of the silver fields led to the construction of a railway from Strahan to Zeehan, a distance of 29 miles. The railway was opened for traffic in 1892, and is one of the most successful railways financially in Tasmania. It has since been extended to Dundas, about seven and a half miles further; while acting on the advice of Mr. F. Back, the able and energetic general manager of railways, a system of light narrow-gauge railways connecting Dundas with the various mines in the Mount Read district has been inaugurated, about 18 miles already formed, and other extensions authorised to keep pace with the rapid development of the mining industry in this rich metallic zone.



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PAGE'S BAY, SPRING RIVER, PORT DAVEY.

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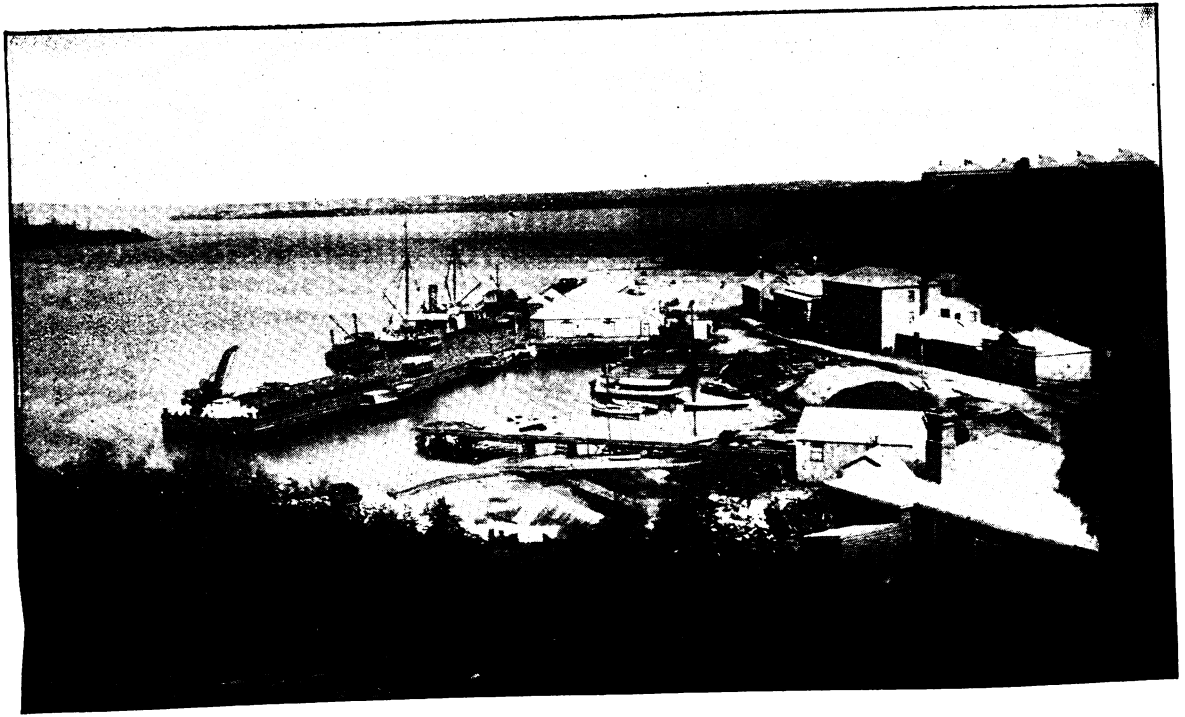

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STRAHAN FROM NORTH.

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THE HENTY RIVER.

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THE KING RIVER.

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## ONE-DAY EXCURSIONS FROM STRAHAN.

Strahan is sufficiently rich in natural beauties to justify a stay of some time, and there are numerous pleasure resorts within easy reach, while boating and fishing in the bay at West Strahan, the present township, will very pleasantly fill in spare days or half days. The hotel accommodation is excellent, and there are several very comfortable boarding houses.

**THE HENTY.**—About 11 miles from Strahan the beautiful Henty River is crossed by the Zeehan Railway, and the characteristic west coast vegetation—myrtle, sassafras, and fern—is to be seen in its luxuriance. The pool-like reaches of this lovely river, with the vegetation growing right to the water's edge, and reflected in its clear depths, so that it is difficult to decide which is growing tree and which reflection, are as beautiful as one could desire. From the nature of the forest, the visitor may obtain some idea of the difficulties experienced by prospectors in the less palmy days, when railroad construction was only a dream of the future. The Henty may be reached by taking the train leaving Strahan at 11.15 a.m., and returning from Henty at 3.25 p.m. **Train, 6s.**

**THE GORDON RIVER.**—This magnificent river, navigable by fairly large steamers for 22 miles, flows into Macquarie Harbour near its southern end, forming the south-easterly boundary of the county of Montagu. At various inlets of this broad, beautiful river are to be seen ketches loading with logs of Huon pine, blackwood, and myrtle. Further along, beautiful white walls rise on the sides of the river, which are called the Marble Cliffs, and here the excursionist generally calls a halt. Beyond the Marble Cliffs the cucumber herring and native trout are to be caught, and here also the Tasmanian Fisheries Commissioners are about to introduce the English trout to increase its attractiveness for anglers. Swans and ducks are numerous, and the prospect of a "bag" is a not unsatisfactory addition to the pleasure of a day's outing in the midst of perfect natural loveliness. The Union Company keeps a number of launches at Strahan, which can be hired at reasonable rates. **Launch, as per arrangements.**

**TEEPOOKANA and KING RIVER.**—Twice a day one of the Union Company launches makes a trip to the starting point of the Mount Lyell Company's Railway at Teepookana, and the trip is well worth taking for the beauty of the King River, even if, as is rather unlikely, the tourist having come so far, decides not to go on to Mount Lyell. The King River enters Macquarie Harbour just to the south-east of Strahan, three miles from the town, and Teepookana is five miles up the river. High banks, densely covered with vegetation of **Launch, 3s. 6d.**

varying shades of green, a river placid as a pool, wondrous reflections of fern and sassafras and blackwood; these are some of the attractions of this part of the river, whose wild grandeur further inland is the scene of the Mount Lyell Company's engineering triumphs.

Launch, 5s.

**KELLY BASIN.** — Twenty miles south of Strahan is a deep and sheltered inlet which is now rapidly coming into prominence as the starting point of a railway to Mount Lyell through Gormanston, which is being constructed by the North Mount Lyell Company. The busy beginnings of a thriving town, which has been named Macquarie, in a part of Macquarie Harbour only just being brought into prominence, may give the visitor a picture of Strahan as it was 10 years ago, when it gave less promise than does Kelly's Basin to-day of future importance.

**SETTLEMENT ISLAND.**—The launch which runs to and from Kelly Basin will also land passengers at Settlement Island, which is an admirable picnic ground, with its picturesque ruins, old gardens, and leafy shades. It has already been described.

## LONGER EXCURSIONS FROM STRAHAN.

Train, 14. 6d.

**ZEEHAN.**—In the heart of the hills, and surrounded by lofty mountains, covered but a few years ago with almost impenetrable forest, Zeehan is one of the marvels of the silver west. Only fairly established as a mining centre in 1887, it now numbers a population of 8,000; has daily communication by train with Strahan; a steam tramway runs up and down the main street, and modern well-built shops, churches, and hotels, give an air of substantiality and permanence to the town that the mining returns abundantly justify. One mine alone, the Western, has a working capital of £15,000, and has paid to the shareholders the magnificent amount in dividends of £85,500, with every appearance of continuing to yield good returns for many years to come. Over 300 buildings have been erected in Zeehan during the past year, and house rents are still so high, and the demand so great, that several hundreds more would be profitable investment for capital. The principal mines are close to the town, and it is easy to obtain an order to inspect any of them. It is possible to visit Zeehan and return to Strahan in one day by leaving at 11.15 a.m., reaching Strahan on return at

J. W. BEATTIE, Hobart ZEEHAN FROM NORTH, SHOWING WEST COAST RANGE.

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SARAH ISLAND, SETTLEMENT RUINS.

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4 p.m., but that only gives one hour at the town, barely sufficient to see all that is to be seen in the principal street, and is not recommended. There are good hotels here, as in all the towns at this new Eldorado, and Zeehan forms a good centre for excursions to the surrounding country, as there are bush tracks in every direction leading to the mines, or would-be mines. Mount Heemskirk and Mount Agnew are in the neighbourhood of Zeehan.

**DUNDAS.**—The train leaves Zeehan for Dundas at 8.30 a.m. and 3.30 p.m. The distance is seven and a half miles, with a rise of 310 feet in that distance, and a corresponding lightness in the atmosphere, making it more tonic. The town is younger and smaller than Zeehan, and has a population of 1,500. A considerable number of mines are clustered round Dundas, none of them, however, being at present dividend paying, though they give employment to a large number of hands, and thus add to the wealth of the colony. The excessive rainfall in this part of the country, where the forest was formerly impenetrable, is gradually becoming modified as clearing progresses, and will probably, before long, approximate to the rest of Tasmania, in which the rainfall is much less than in Great Britain.

**Train from Strahan, 17s. 6d.**

**MOUNT READ.**—In pursuance of the policy inaugurated by Mr. F. Back, A.M.I.C.E., F.S.S., general manager of Government Railways, a two-foot gauge railway runs from Zeehan north-easterly to the foot of Mount Read, which is rapidly becoming another very important mining centre. The scenery in parts of this line, especially where the rivers are crossed by timber bridges, is particularly beautiful and interesting. Further than the eye can reach, in fact for about 40 miles, there is an immense myrtle forest, the foliage of which is so dense that when viewed from a distance the tops of the forest present the appearance of rolling downs or soft billows of dark green, very restful to the eye, and lingering long in the memory as a vision of peace. The distance from Zeehan is 18 miles; from Strahan, 48 miles. The first four miles from Zeehan are over fairly level country, then the line begins to ascend, and to wriggle and twist, until at 10½ miles it has reached an altitude of 1,015 feet above Zeehan, or 1,550 feet above sea level.

**Train from Zeehan, 4s. 6d.**

Leaving Strahan on one day at 11.15 a.m., the visitor stays all night at Zeehan, and starts from there at 7.30 next morning, may spend four or five hours at Mt. Read, and return to Zeehan by 5.40 p.m. The train leaves at 8 o'clock next morning for Strahan, and the three days will have been ill spent if they have not given the traveller food for much thought on the marvels of nature and the triumphs of man's ingenuity.

Train, 7s. 6d.

Launch, 3s. 6d.

**MOUNT LYELL.**—Like Mt. Bischoff, what is now called the great mine has had a chequered career. It was discovered and worked for gold in 1886, but although there is gold contained in the enormous mountain of metal, it was not until the mine, after thorough examination and report by Dr. Peters, the eminent American metallurgist, was worked with a view to extract the silver and copper, as well as gold, that its success began to be assured. In 1893 the Company was re-formed, and a railway constructed to Teepookana, a distance of 16½ miles, for carrying ore to the place of shipment, and taking goods and machinery to the mine. The working of the mine up to the end of 1897 has given a result in dividends of £144,220. The total value of ore raised was estimated at £356,422, and the yield of metal was :—Gold, 20,361 ounces; silver, 396,984 ounces; and copper, 4,651 tons. The railway has been of the greatest use in developing this part of the country, and two towns have sprung up with mushroom-like rapidity, though with every indication of permanency and stability. Queenstown, in the immediate vicinity of the mine, has a population of 2,500; Gormanston, about a mile away, has already 500 inhabitants. Queenstown abounds in palatial hotels, fine churches, splendid shops, fashions direct from Paris, and everything else calculated to make the average Briton or Australian at home. If there are any grievances, a sympathetic local press gives the opportunity to air them, and so prevent a revolution. The mine itself is well worth a visit, and an order to inspect may be obtained at the office of the Company. The Linda valley lies between the mine and the Mount Lyell Range, which is mineral bearing for at least 30 miles north-westerly. The Union Company's steam launch leaves Strahan at 8 a.m. and 2 p.m., and carries passengers to Teepookana, where they board the train for Queenstown. The King River valley, through which the line runs, was long ago famous for the richest gold-bearing quartz in Tasmania, but little is being done at present there. The steep grades on this railway necessitate the use of the Abt system for most of the way, and the scenery is very wild and romantic. The railroad winds round on a shelf midway between the rushing torrent of the King River and the forest-clad summit of the mountains, through scenery of a grandeur great and unsurpassed.

The great Lyell mine employs 1,500 men, and there are numerous other mines, such as the North Mount Lyell, Lyell Tharsis, and many others which promise great results in the near future. It seems impossible to over-estimate the immense importance of the discoveries that have been made during the last few years on the West Coast, while the absence of a

J. W. BEATTIE, Hobart

NORTH EAST DUNDAS RAILWAY.

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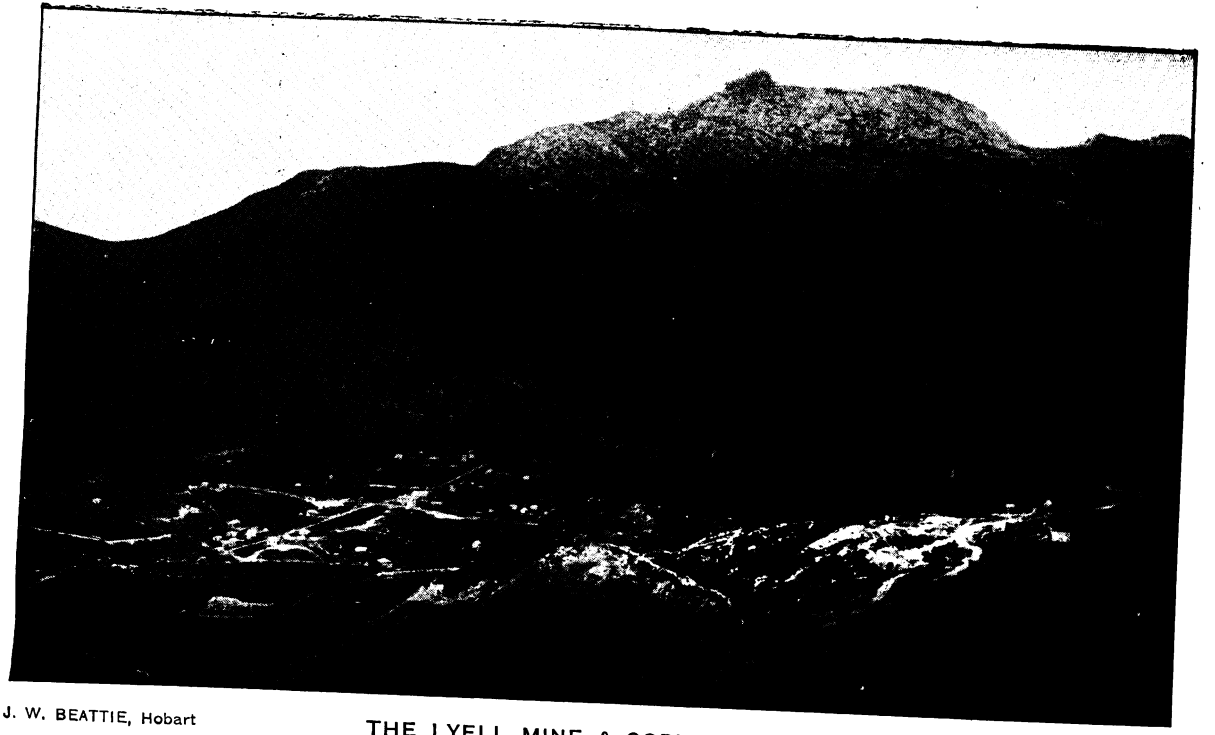

J. W. BEATTIE, Hobart

THE LYELL MINE & GORMANSTON.

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tendency to boom the mines, and the steady progressive work now being done, are very hopeful signs of ultimate enormous prosperity, of which the exports of minerals from the West Coast, which for the first half of 1897 reached a value of £256,491, may be looked upon as the first drops of a great golden shower.

**CIRCULAR HEAD.**—The steamers of the Union Company call at Circular Head on the way to and from Melbourne three times a week, and there is therefore a good opportunity for the tourist to go on from Strahan, and thus complete the trip along the west coast of the island. Turning north from Macquarie Harbour, Trial Bay is passed in a few hours. For some time attempts were made to use Trial Harbour as a port for Zeehan, but its position as an open roadstead, exposed to the full sweep of the ocean, was not favourable, and it has been finally abandoned, which, as it possesses no natural beauties, is not a matter for regret.

**GRANVILLE HARBOUR**, several miles further north, is also misnamed as a harbour, and is chiefly known as a fattening station for stock, twelve hundred acres having been laid down in English grass.

**CORINNA.**—About 52 miles north of Strahan, and 14 miles up the Pieman River, is the town of Corinna, which the steamers now pass by, though in former times Corinna was of some importance as a mining field, and the largest nugget ever found in Tasmania was discovered there. There are not wanting signs that Corinna will yet regain more than its former importance, for several mines are now being worked with encouraging results, and the attention of Melbourne capitalists is being drawn to the vicinity. The extension of a railway from Waratah would be the easiest and quickest way to connect this mining area with Melbourne, but that also is in the future.

**STANLEY.**—Rounding the north-west corner of Tasmania, a few hours steaming brings the good ship to Stanley, Circular Head — a name known all over Australia for the red-skinned potato that flourishes in the neighbourhood, and also famous throughout Tasmania for fat stock, and the best factory butter. In Walch's invaluable "Red Book" is the following description of part of the island that is little known to tourists, but deserves a wide popularity :—

"The township of Stanley is picturesquely situated at the base of the Bluff, a precipitous mass of greenstone 485 feet high, from the summit of which a magnificent view of the north coast is unfolded—eastward as far as the Tamar River—westward to Cape Grim, including the adjacent islands. The

climate of Stanley is peculiarly favourable, owing to its position on a peninsula jutting out into Bass Strait, even in the warmest weather, which rarely exceeds 70 deg. Fahr., cold breezes from the sea are continually felt. To the east and west of the township, as far as the eye can reach, stretch sandy beaches which are a famous resort of conchologists, many of the rarer Mollusca being confined to this locality. Mineral springs occur in the immediate neighbourhood, the water from which has been analysed and found to contain the ingredients of some of the German chalybeates. The splendid forests, which specially distinguish the north coast of Tasmania, are everywhere within riding distance. A fine series of Tasmanian plants may be collected, including some of the rarer Cryptograms, the *Cyathea affinis* (of which a specimen 53 feet high has recently been obtained); *Todea africana*, with the three beautiful Hymenophyllums, being particularly luxuriant."

Here the excursionist who desires a change in the mode of travelling may leave the steamer and take a coach ride to Emu Bay *via* Wynyard, or if it has seemed worth while to take a bicycle for a trip, in which up till this time it has been useless—for the west coast is not cycling country—he may cycle by comfortable stages, as may suit his convenience or leisure, to Emu Bay, to Launceston, or Hobart. The road to Wynyard, with forests on one side and beautiful sea beaches on the other, is a delightful one, and abundance of wild flowers and ferns beautify the bush. The rare and beautiful black fern (*Cyathea medullaris*), rarely found in any other part of Tasmania, flourishes in the forest reserve between Stanley and Wynyard.

A few days might pleasantly be spent at Stanley by the traveller who wishes to return to Hobart by the sea route, as the Union Company's steamers call here to and from Melbourne, from which port it may be reached in 14 hours.

## THE NORTH-WEST COAST OF TASMANIA.

No part of the little island has shown more steady progress than the rich agricultural lands extending along the coast line from Port Sorell to Circular Head and back from the coast for about 35 miles. Whether one's eyes are regaled with the splendid order and trained beauty of the lovely estates about New Ground, one of the earliest settlements of the coast, or, crossing the hills which approach the shore line at the Don, one gazes upon the plenteous crops of wheat and potatoes growing in the paddocks, every yard of which is

WEST DEVONPORT.

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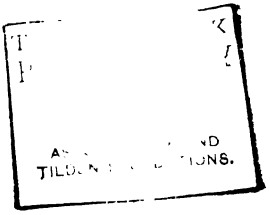

guarded by a white skeleton—the ghost of what was once a green and flourishing tree—everywhere one sees abundant evidence of growth and prosperity.

The pioneers of settlement in the early fifties found the export of swamp gum, stringy bark, peppermint, and blackwood logs a profitable business, and several sawmills still continue to do a flourishing trade, though the timbers have to be sought farther back from the coast as the area under plough increases year by year. The whole of the district is abundantly watered by beautiful streams, in which the native and introduced fish abound, and in some, notably the Emu and Cam rivers, the entirely original platypus (*Ornithorhynchus paradoxus*), which is neither fish nor fowl, is plentiful, though too wily to be caught by anyone save an expert sportsman. The principal rivers west from Port Sorell flowing into Bass Straits are the Mersey, Don, Forth, Penguin, Blythe, Emu, Cam, and Inglis.

**DEVONPORT.**—The most important shipping port on the North-West Coast is Devonport on the Mersey. Dredging operations have resulted in the removal of the bar and the deepening of what was formerly rather a shallow channel, so that steamers of any size can now enter at all times, and can go alongside the wharf at the railway siding within about an hour of low tide. The rise and fall of the tide is nine feet, and the depth at high water 23 feet.

The Town Board has jurisdiction over an area of about seven miles in length by four in breadth, and the roads included in this area are being metalled as quickly as the rates will allow. The population is rapidly increasing, the last available returns placing it at 2,000. The imports in 1897 were 2,500 tons, while the exports, principally produce, reached the large total of 60,000 tons. The Union Company has a number of vessels engaged in freight carrying, and the passenger traffic is well provided for. A large steamer leaves Sydney weekly for Devonport *via* Launceston, and another is despatched weekly from Melbourne for Devonport direct, while the steamers which leave Melbourne weekly for Strahan call at Devonport on the way west, and on return. The trip from Melbourne is made in about 14 hours from heads to heads, and is generally, especially in the summer, a smooth water trip. The steamers go alongside the wharf, and passengers can step from the steamer into the train, if they are desirous of proceeding at once to Launceston, Hobart, or any intermediate station. The beautiful position of Devonport, on the estuary of the Mersey, the lovely scenery in the neighbourhood, the long sandy beaches, and pretty hills, as well as the attractions of the town itself,

justify and almost imperatively call for an extended stay. The hotels are modern and convenient, Goslin's in West, Clayton's in East Devonport, and "Graystone House," a private boarding establishment, may be mentioned as possessing all the requirements of comfort.

## Places of Interest in Devonport.

There is an air of great substantiality about the buildings in the town. The three large imposing banks at convenient corners, the churches, and the fine post office have been built by believers in the present and potential importance of the city that is to be, and bear evidence of faith in the resources and capabilities of the surrounding districts, of which Devonport is the commercial centre.

THE PUBLIC LIBRARY.—A fairly good library is open to the public for reading, and to subscribers as a lending library, and one's occasional idle hours may here be pleasantly spent.

GOLF GROUNDS AND TENNIS COURTS. —This is an ideal country for golfing, there are splendid golf links on each side of the river, and it is always possible to find members of one or other of the clubs ready to join in this prince of games. Tennis, too, is to be played for the asking, and outdoor sports are further encouraged by a finely made cycle track in the park.

THE LIGHTHOUSE.—It is difficult to believe, as one inhales the fresh breeze blowing in from the Straits, or gazes around the tree-covered hills, that Devonport will ever need a "lung" in the shape of a park; yet the authorities have wisely provided for such a contingency, and a large reserve, at present in a state of nature, exists on the west side, to form a picnic ground for the hundreds who now troop in on holidays. The hard, white sand is pleasant to walk or drive over, and the lighthouse on the Bluff, just above the beach, is worth visiting for the fine view to be obtained. Looking eastward, the low hills which shelter the town on that side are a restful sight, with their green foliage, on which the eyes may glance before sweeping the blue curve of water, broken here and there by a bluff headland, until the Asbestos Range bounds the view. Westward, the bays, in which the Don, Forth, and Leven join the sea, and beyond, the headlands to Table Cape, are all in view, and on a bright day the feast of form and colour is something to be long remembered.

Coming back into the town, the glimpses of the Mersey in its sweet tranquility naturally set one pondering on ways and means of exploring its beauties, and making closer acquaintance with its charms. Fortunately, the use of a boat is easily

arranged for, and a fishing line deftly managed will be a joy to the heart of an angler, and will make anglers of those not already so by nature.

## Excursions from Devonport.

It may be mentioned in passing that all places in Tasmania are as accessible from one end of the island as the other. Launceston in the north and Hobart in the south are connected by a trunk line of railway, from which there are branches in several directions. The North-West Coast line, which passes through Devonport, connects with the Main Line at Evandale Junction and runs on to Launceston, at which place, or at the junction itself, the Hobart train may be met. Devonport is a good centre for various excursions, partly because its natural beauties and healthfulness render it preferable to a larger town, partly because it is easy, with the train and steamboat facilities, to visit any desired part of Tasmania, should the visitor desire to see as much of the island in one visit as time permits.

**LATROBE.**—A boat or small steam launch may be hired at Devonport, and a day pleasantly spent in picnicking on the banks of the Mersey, and having a walk through the town of Latrobe, distant about eight miles from Devonport.

Both Devonport and Latrobe rejoice in a magnificent water supply, no little consideration to those who look upon a bath-room as part of the necessary equipment of a house. There are still some places in Tasmania where this is not understood. Having inspected the shops, banks, halls, and churches of Latrobe, a visit to the prettily situated reserve and rifle range is worth the trouble, although the view is chiefly one of hills, varying in beauty according to the time of the year.

Two large hotels and a smaller one or two supply the wants of the traveller. A little fishing, perhaps, on the way back, in some of the still and shady reaches of the river will complete and round off the day The main road to the North-West Coast passes through Latrobe, and a road from Devonport connects with it a few miles from the latter.

**PORT SORELL.**—This beautiful inlet, about 10 miles from Devonport, provides good fishing and shooting for the sportsman, and lovely scenery for the artist. A good road follows the course of the beach to the township of Burgess, which is near the sea, but the beauty of the scenery is most appreciated by following the banks of the estuary a little higher up, where the Rubicon flows into it, or to Green's Creek, where the ferns and the young bush show into how many colours green may be divided. Return may be made

*via* New Ground, through cultivated farms, with comfortable homesteads and willow-fringed rivulets, which have a general air of having won through the pioneer stage to one of assured success and prosperity. About a mile from Latrobe, on the homeward journey, a road turning to the right offers a choice of returning to Devonport before reaching the river, or the road may be continued through Latrobe and along the west bank of the Mersey. Another road is in course of construction on the east bank, which will provide a third alternative of return. The trip is a good one for cyclists, and at present the easiest way of return is by the road on the west side of the river. Port Sorell is the eastern boundary of the rich soil that, extending westerly to Circular Head, is so famous for potato growing that the name of "Circular Head potatoes" has been used to denote the tuber that is grown on these chocolate soils at any part of the counties of Devon and Wellington.

**THE FORTH.**—About five miles west of Devonport, and two from the Don, one reaches the river Forth, which is famous for its cucumber herring and other dainty fish. Both at the Don and the Forth clearing is going on apace, and the crops in this well-watered country are of the sort calculated to send every man on to the land. With no droughts and no floods, the lot of a selector in these regions seems to the casual onlooker an enviable one. There is a hill to be climbed by the cyclist who undertakes this excursion, but the road is good, and the views of bays and headlands, clearings, and forest-clad hills make the journey pleasant. A variation in this ride is to return *via* Latrobe on the west bank of the Mersey.

**Coach to Penguin, 4s.**

**ULVERSTONE.**—At high tide, after rain, Ulverstone is a place of broad rivers and streams, on whose bosoms gallant ships might repose, but at low tide one understands why, with all its natural beauty, it can never rival Devonport. Ketches in plenty, coming in and out of the narrow channel, bear witness to the trade in produce which is concentrated here, while the handsome buildings in the town denote that it is the market place of a large and flourishing district; but of deep anchorage, in which the Union Company's steamers would be safe, there is none. The Leven is very beautiful; its leafy solitudes, in which the tree fern and myrtle, wattle and eucalyptus, are mingled in sweet confusion, are cool and inviting to the dweller in parched lands, and many a nook in its winding length has formed the subject of painting or photograph. Speckled trout and blackfish dart about its waters, and reward the perseverance of the angler, but they need skill for capture.

A train leaves Devonport for Ulverstone at 12.30, and arrives at 1 p.m., returning 35 minutes after arrival, so that to see anything of Ulverstone it is better to stay all night at one of the two comfortable hotels facing the river, or at the "Coffee Palace" in the main street, near the railway line. If time is an object, the visitor might drive or cycle by the road, distant 14 miles from Devonport, and return the same day.

**Train, 4s. 6d.**

**THE PENGUIN.**—Of all the places on this part of the coast, none is better known "on the other side" than the Penguin, and the reason does not seem to be that it is more beautiful than other parts of the coast, but that it contains a large, well-managed, and judiciously advertised boarding-house, so that when seekers after a recreative holiday are making up their minds where to go, the name of "Watcombe House" fastens itself upon their minds and decides the question. Penguin is about 23 miles from Devonport by a good road, and is an easy cycling journey, or may be reached by taking train from Devonport at 12.30 or 7 p.m. to Ulverstone, where a coach meets both these trains to convey passengers the remainder of the distance. The beautiful sandy beach and safe bathing places are very helpful in adding to the attractiveness of Penguin, and even the existence of a silver mine has not rendered the village less rural or restful. This particular mine, with stone of an assay value that would have floated a West Coast mine two or three times over, has changed hands three times, after peaceful intervals of repose, and is now worked with some hope of success. Just behind Penguin the Dial Range forms a picturesque background to the very pretty bay and river round which the small settlement clusters. There are not wanting circumstances to justify the prophecy that Penguin will be a very important place before long, for some copper discoveries of undoubted value have been made in the Dial Range, and there is a good stretch of mineral country of very promising formation. In addition to these, a mountain of iron, in which is ore almost pure, exists not far from the township, and is now being worked by a company at good profit. At the back of the hills settlement goes on apace, and the shipments of timber, potatoes, and mangolds help to swell considerably the exports from this part of the island. The Stowport, Pine, and New Country roads leading into the bush south of the settlement pass for the first seven or eight miles through cultivation and clearing, and for about that distance are formed of material that sets like cement and is perfect for cycling over. Mountain climbing, boating, fishing, bathing, cycling, and even prospecting are available forms of amusement, while for sketching and photography innumerable subjects present themselves to be immortalised on canvas or platinotype.

Coach, 9s.

**EMU BAY.**—Nine miles from Penguin the beautiful coast road passes through the seaport town of Burnie at Emu Bay. The coach leaves Ulverstone for Burnie after the arrival of the two trains just mentioned, reaching the Bay at 4.30 and 11.30 p.m. The distance from Devonport is 32 miles, and the road is a hard white one most of the way. Here and there is a short steep hill, but on the whole the trip is a pleasant one for cyclists. As the coach rounds the headland, and the long sweep of the bay comes into view, with pretty houses embowered in gardens, and undulating hills of dark green, in contrast to the blue and white of the sea as it rolls in and breaks on the beach, one is disposed to adapt the remark of the Yankee : "When the Lord made Emu Bay I guess He didn't do anything else that day, but jest set round and feel good." A closer acquaintance with this part of the country deepens the favourable impression created by the first view. Burnie is reached by the Union Company's steamers from Melbourne twice a week, from Devonport once a week, and the steamer from Strahan calls on the way to and from the Coast. No prettier way to Burnie could be found on a fine day than that from Devonport by one of the large steamers, such as the "Tekapo." A two hour trip, close enough inshore to see many of the lovely inlets, sandy beaches, fantastic rocks, and stretches of cultivation, that render the coast so delightful, takes the passenger from Mersey Heads to Emu Bay Breakwater, from which, looking west, he sees another sweep of bay such as he has crossed, with Table Cape at its further end. The massive wall of masonry at which the steamer berths is one of the engineering triumphs of Tasmania, and its length, 565 feet, to be increased by another 150 feet, makes it possible for the largest steamers in the Company's fleet to berth alongside. A lighthouse at the end of the breakwater renders navigation safe. Just beyond the breakwater is a fine sandy beach much used for bathing, on which dressing houses for both sexes are placed. Burnie belonged to the Van Diemen's Land Company, but they have sold half the township in alternate blocks, and are holding the rest for the present. The V.D.L. Company also own the Bischoff Railway, and have lately leased it to the Emu Bay Railway Company, a Company which is forming a railway to Rosebery, in the West Coast mining district.

The population of Burnie is now about 1,500, and is increasing as rapidly as accommodation can be found for it. The promised extension of the Government railway from Ulverstone and the Emu Bay Company's works are giving a great impetus to the trade of the port. A colossal hotel, "Wiseman's," and several smaller ones, Mrs. Lane's, Mrs. Archer's, and "Berthon-

J. W. BEATTIE, Hobart

BURNIE, EMU BAY.

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J. W. BEATTIE, Hobart

GUIDE FALLS, NEAR BURNIE.

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ville," private boarding houses, all very comfortable, are generally well filled in the summer, and there is no doubt that directly some more land is sold by the V.D.L. Company building will be very brisk. Very rich iron ore, assaying up to 95 per cent. of pure iron, is found in quantity at the Blythe River, near Burnie, and will be worked on a large scale directly the railway reaches that part.

The industries of Burnie merit a chapter to themselves, but must be only just mentioned for want of space. The produce, chiefly potatoes, sent away annually from the port exceeds 4,000 tons, and is grown on the rich chocolate slopes that are so marked a feature of this district. The manufacturing industries are all in the hands of Captain Jones, whose name is closely associated with the present, and promises to be with the future prosperity of Burnie. His sawmills supply the blackwood, pine, and other woods which have become so much used for furniture snd cabinet-work generally in the Australian cities. On the Coo-ee Creek, some distance back from the town, he has constructed a huge reservoir, the water in which is carried to a cordial factory, where every description of aerated water is manufactured. The creek itself, with beautifully cold water, runs past the Emu Butter Factory, and a stone room, built close beside the water, in which the temperature is kept low by an ingenious arrangement all through the summer, is utilised as a cold room for storage. A complete brick-making plant, with machinery driven by hydraulic pressure, is close to the same creek, at which ordinary red bricks and hard white ones for ornamentation are made in great quantities. Still lower down on the same creek is the factory where Brookside bacon and hams, known all over Tasmania, are put through all the processes whereby living pig becomes smoked and fragrant rasher, or succulent ham. Coo-ee Creek, notwithstanding the many uses to which it is put, is still as sweet as any brook that ever flowed over moss or fern, or gladdened the ear of a thirsty traveller with its musical flow. A pretty fall also is reached by following the creek for about half a mile from the reservoir. The most beautiful falls near Burnie are reached by taking the Bischoff railway to the 10-mile peg (there are no stations on this line), where the guard will point the track to the Ridgley Falls. These falls are 172 feet high, and their ferny, mossy surroundings make them very beautiful. They are about three miles from the train, which leaves Burnie at 8 a.m. and returns at 5 p.m., allowing ample time to view them. Callaghan Falls, on the other side of the line are also very prettily situated, though the fall is not nearly so great, and another day might well be spared to visit country so refreshingly green, even in the middle of summer,

**Train from Emu Bay, 25s.**

**WARATAH, Mount Bischoff.**—The great tin mine, which has paid dividends to the amount of about a million and a half on a paid-up capital of less than twelve thousand pounds, is interesting enough to visit. The mountain of tin and the various operations carried on at Waratah, where the ore is dressed before being shipped to the smelting works at Launceston, have often been described, but are better seen. The train leaving Burnie at 8 a.m reaches Waratah at 11.20, and leaves at 2 p.m., so that only a hurried inspection is possible if the visitor returns the same day, as the mine is a mile distant from the town. A better plan is to stay at one of the two hotels in the township for the night, and so have an afternoon and a morning in which to view the various processes of mining and dressing. Interesting as the great mine is, the scenery of the country through which the line passes is even more attractive. The moist climate and the numerous streams favour luxuriant growth of fern, creeper, and bright-leafed shrub. Many a "cool grot and mossy dell" rest the eye with their green carpeting, while from Waratah itself the view of beech, eucalypt, and celery-top pine gives a rich luxuriance of colour to the outlook. Close at hand the Magnet Ranges, farther off the peaks of Mount Ramsay, Mount Block, and others difficult to identify without having considerable knowledge of the region, form an effective background; while over all, if the visitor is fortunate enough to have a fine day, is the deep intense blue of the morning sky, or the lovely softened sapphire of the afternoon. For the visitor to whom the coming of a fine day is a challenge to "go and kill something," there is splendid sport at the Hampshire Hills, 18 miles from Burnie, on the same railway line. A hut is erected for accommodation, but provisions, rugs, and blankets need to be taken, when several days of enjoyable hunting may be obtained. Several experienced hunters living in Burnie are always willing to act as guides to the best ground in the vicinity, and make arrangements for the expedition.

A perfectly delightful drive or cycling trip from Burnie is to the River Cam, four and a half miles, and then along by the river bank on the white metalled road for a few miles. The river is very lovely, contains plenty of fish, while the bits of primeval forest, interspersed with the farms on which cultivation is progressing apace, give one some idea of the difficulties met with by those who started to hew out a home for themselves in this part of the country. One or two boats on the river suggest the desirability of a row on its clear, placid waters, a proceeding that, if due regard be had for possible snags, will be richly productive

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MAIN STREET. WARATAH.

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of pleasure. The platypus frequents these waters, and has his home on its banks, but it is rather difficult to shoot the wily nondescript, although, once shot, his fur makes caps or muffs equal to the beaver.

**WYNYARD, Table Cape.**—Having left Devonport for an excursion along the North-West Coast, it may be as well to visit the rich dairying district about Wynyard, the butter from whence is so well known in Tasmanian towns. Starting from Devonport at 12.30, as before, and taking coach at Ulverstone, the drive is a continuation of the coast road past Penguin and Emu Bay, from which it is distant 12 miles. Wynyard is reached soon after 6 p.m. The Straits are seen at their best from Table Cape just about sunset; when in the clear evening light the varied coast outline is seen in all its beauty. The river Inglis flows into the sea at Wynyard, and a very pretty drive along the Flowerdale Road, or through the beautiful Government Reserve (a ferny forest paradise) are both experiences that will leave pleasant memories.

**Fare from Emu Bay, 5s.**

**SHEFFIELD.**—This thriving agricultural settlement is an illustration of the sway of fashion in things mining, as in other mundane affairs. It is in the centre of the Middlesex mining district, and while its creameries and butter factory flourish in the summer, and its crops are satisfactory all the year round, its great mineral wealth is almost untouched. One or two mines are now being worked satisfactorily, notably the Devon (silver and copper), and Messrs. Shepherd and Murphy's (tin and bismuth), and their success may turn popular attention to the field. Meanwhile, its situation on a fairly high plateau makes the air pure and light and residence salubrious; the country around is very interesting, some of it grand. It is reached by taking train from Devonport to Railton, at 7 a.m., or 2 p.m. A conveyance meets the train at Railton to convey passengers to Sheffield, and there is a good quiet country hotel, as well as shops, churches, two halls, a court-house, and bank premises. If the invigorating air does not make a sufficient addition to its attractions to justify a longer stay, Devonport may be reached at 7 o'clock in the evening on return, if the morning train has been taken from thence.

**Train, 8s.**

**Coach, 3s.**

The method of clearing the Tasmanian bush is well understood in Australia, but it gives the English visitor somewhat of a shock to see a flourishing crop of oats or potatoes in a paddock that is almost crowded with upright trunks of defunct trees. It is a question of sentiment *versus* dollars. The most ardent advocate of the plan would not venture to call it beautiful, but its adoption has so reduced the cost of cultivation in the first instance, as to make it possible for a selector to make a living out of land it would have ruined him to clear

under the old system. All things else, the climate, the rivers, the natural scenery, are beautiful, and in a land where there is so much to admire, the visitor soon forgets the shock of the first sight of what is called a "farm" in the remote bush, and learns to appreciate the energy and ability that deserve and that, all along this beautiful part of Tasmania, seem to command success.

## LAUNCESTON.

**AREA,** 3,340 acres.

**POPULATION,** including suburbs, 28,000.

**HALLS.**—Albert Hall, Masonic Hall, Mechanics' Institute, etc.

**CHURCHES.**—All denominations are represented.

**RECREATION GROUNDS.** — The City Park, the Princes Square, and various cricket and sports grounds, bowling greens, and tennis lawns.

**THEATRES.**—Academy of Music and Bijou Hall.

**BATHS.**—City Baths, near Esk Bridge, and Victoria Baths, Patterson Street.

Five large steamers of the Union Company's fleet visit Launceston regularly, with extra steamers when required, and a bi-weekly service from Melbourne, a weekly from Sydney, a bi-weekly to and from Strahan, West Coast, Devonport, Burnie, Stanley, and the North West, keep this end of the island in constant communication with Australia. Launceston may be reached from Hobart by train leaving at 8 a.m. and 8 p.m., by the Union Company's steamers *via* Macquarie Harbour, or by the "Warrentinna" *via* East Coast and George's Bay.

Launceston is very prettily situated on the Tamar, which is formed by the junction of the North and South Esk rivers. It is a delightful city for the cleanliness of its streets, its modern electric lighting, and the beauty of its surroundings. It is not so closely shut in by hills as Hobart, but in the blue distance everywhere, as background to the green meadows and darker eucalypt, are the softened outlines of ranges of hills, looking cool and inviting against the bright blue sky. Its proximity to Melbourne, or some other circumstance, gives it an air of briskness and bustle that are wanting in the larger city of the south. If Hobart is a place where "it seems always afternoon," Launceston gives one the impression of being always eleven in the forenoon, with everyone alert to do business. Withal, the good people of Launceston share in the characteristics of their fellows all over Tasmania, and are hospitable and kind to the last degree.

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LAUNCESTON FROM TREVALLYN.

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CATARACT GORGE, LAUNCESTON.

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## Places of Interest In and Around Launceston.

**THE VICTORIA MUSEUM and ART GALLERY.**—The energy and enterprise of the Launceston municipality have shown themselves in the erection of a fine building in the Depôt Grounds as a Museum and Art Gallery, which has proved very attractive to visitors and residents. The small beginnings of a permanent art collection and various generous loans of pictures are hung in a bright and pleasant room on the upper floor, while the ground floor is devoted to the exhibition of natural history and mineralogy. The Depôt Grounds, in which the building stands, slope down toward the river, and are beautifully shaded with English trees. There is also a band-stand, and occasional band concerts in the evening or on Sunday afternoons.

**THE MECHANICS' INSTITUTE and LIBRARY.**—Any idle half hours at the visitor's disposal may very pleasantly be spent in the reading-room of the Institute, which is open free to the public. The library contains 20,000 volumes and very low terms of subscription enable visitors to avail themselves of its privileges while in Tasmania.

**CATARACT GORGE.**—The Launceston people are justly proud of their beauty spot, the "Cataract Gorge," for its natural beauties have been enhanced by the artistic way in which the glen and waterfall have been made accessible. Just a few minutes walk from the Museum, across the South Esk Bridge, one comes to the gates which open the way for the visitor to the rustic path by the side of the gorge. Below, is the tossing, tumbling water, hurrying down the defile, while on the opposite side a wooden race carries a portion of the stream, that drips on the way with a musical tinkle. Everywhere beside the path where a shrub, fern, or tree would grow, one has been planted, and rustic seats and shelter arbours are placed at convenient intervals, where one may rest and enjoy the view. At what is called the First Basin, a deep and lovely "tarn," the gorge widens out, and the grounds are beautified with trees and shrubs. The Second Basin is reached by a continuance of the walk, and is as beautiful as the first.

**ELECTRIC LIGHT WORKS.**—The path leading on from the First Basin takes the visitor to where a strongly-constructed dam throws the water into a tunnel taken through a hill to the generating station for the electric light, which gives it a fall of over 100 feet, equal to about 1,460 horse-power. The generating station may be inspected by obtaining an order for admission at the Town Hall.

**CITY PARK.**—A beautifully kept and shady park of 12 acres contains the zoological collection, which is the only attempt at a "zoo" in Tasmania. Various animals, chiefly Tasmanian, are on view, but the place is not large enough for them to appear to much advantage. The Launceston Exhibition of 1891-2 was held in this park, and the Albert Hall, a splendid building, capable of holding over 2,000 people, was built at the entrance to the park in connection with the exhibition. It is used for vice-regal receptions, mayor's balls, concerts, etc., and contains a very fine organ.

**CAMPBELL'S POTTERIES.**—An omnibus ride to the Sandhills, where the potteries are situated, is worth taking, both for the interest of the earthenware factories and for the splendid view obtained of the city, the fertile valley watered by the Esk, and broad sweep of the Tamar. At the factory, all sorts of drain pipes, filters, jars, flower-pots, and innumerable articles of majolica and other sorts of ware are to be seen in the process of manufacture, and visitors are always cordially welcomed.

**Bus, 3d.**

## ONE-DAY EXCURSIONS FROM LAUNCESTON.

**ROSEVEARS.**—A lovely drive or cycle ride is that along the West Tamar Road for 12 miles, the first part of which passes suburban houses with lovely gardens, while further on are very pretty bush views, with the river all the way. The Tamar at Rosevears is very beautiful, it widens out into a lake-like expanse, called "Lake Windermere," and there is a massive pile of rocks close by, called "Brady's Lookout," while in the distance the mountains close in the view.

**Cab for day, £1.**

**CORRA LINN.**—What ought to be a suburb of Launceston, but instead is a pretty country place with farms and hedges, willows and streams, is St. Leonards, near which, and only seven miles from the city, is the "gorge," which rivals the "cataract" in attractiveness, and is called Corra Linn. It is situated on the North Esk River, and forms a pleasant picnic ground.

**Cab for day, £1.**

**DENISON GORGE.**—On the slopes of the Denison Range, 30 miles from Launceston, are the rich fern gullies and delightful little streams, one of which has been made a picnic ground, pavilions, rustic bridges, and pretty pathways having been made to enhance its natural attractiveness. It is reached by taking the train on the Scottsdale line, which runs on Saturdays and holidays during the summer months. The forest scenery is varied and pleasant, and the gorge is very romantic and beautiful

**Special Excursion, generally 2s. 6d.**

J. W. BEATTIE, Hobart

TAMAR RIVER, FROM CATARACT HILL, LAUNCESTON.

THE NEW YORK
PUBLIC LIBRARY

ASTOR, LENOX AND
TILDEN FOUNDATIONS.

**EVANDALE.**—The wheat-growing district round Evandale, the fine homesteads, the comfortable looking old fashioned township, and the willow-shaded Esk make a picture of rural beauty worth travelling more than 13 miles to see, and it is a trip very easy to take, either by coach, cycle, or train. If the latter is preferred, the train may be taken at 8.30 a.m. or 12.40 p.m., the latter train going only as far as Evandale Junction, where a 'bus conveys passengers to the township (3d.) Return train may be taken from Evandale at 1.20 p.m. or from Evandale Junction at 6.10, arriving in Launceston in the first instance at 1.53 p.m., in the next, at 6.40 p.m.

**Train, 3s. 6d.**

**LONGFORD.**—Distant only 14 miles from Launceston by road, Longford is a convenient day's outing for the cyclist, even if it be not chosen as a centre from which to make various excursions. The road passes through Hadspen, turning to the south from that point. Longford is a large town with good public buildings, comfortable hotels, and good roads for cycling. It is the part of the country which contains the finest estates and some of the most beautiful homesteads in Tasmania, while the land is exceedingly fertile. Seven miles further is Cressy, from which place a fairly good track exists to the lakes. The various peaks, Quamby Bluff, Dry Bluff, and others give a picturesque variety to the landscape. The Longford Agricultural Show attracts visitors from all parts of the island ; it is held in October of each year.

**Train, 4s. 6d.**

## LONGER EXCURSIONS FROM LAUNCESTON.

**GEORGE TOWN and LEFROY.** — The tourist wishing a restful time with good scenery boating, fishing, and free from invasion of hordes of other sightseers, would do well to pitch his camp for a time at George Town. Two very comfortable boarding houses, Harris's, and Hopkins', provide good accommodation at reasonable tariffs, and within a few miles there are beautiful sea beaches, as well as a pretty bay at George Town for boating. A trip to the Lefroy goldfields, 10 miles away, makes a pleasant change in the programme for an extended stay, or may be included in a two-day trip from Launceston if time be an object. The distance from Launceston to George Town is 37 miles, to Lefroy 27. The George Town Road is a good cycling road, though a little hilly towards Lefroy. A steamer leaves Launceston every morning for George Town, and a coach from thence conveys passengers to the goldfields, from which one may return by road if preferred.

**Coach, 10s.**

**BEACONSFIELD.**—The road on the west bank of the Tamar continues past Rosevears, already mentioned, to the great Tasmania Gold Mine at Beaconsfield. The road by the banks of the river to Beauty Point, then three miles further to the township, is very pretty, and the township is interesting from its history more than from the beauty of its surroundings, which are rather rugged. The town, which contains a population of 1,700 persons, is at the base of the Cabbage Tree Hill, in which the Tasmania mine is situated. Gold to the value of a million and a half has already been won from this mine, from crushings reaching the total of 350,625 tons of stone. The George Town steamer leaving Launceston at 11 a.m. lands passengers at Beauty Point, and a vehicle meets the steamer to convey them to Beaconsfield.

**DELORAINE.**—Situated 30 miles from Launceston, 800 feet above the sea level, on one of the loveliest rivers in this part of Tasmania, Deloraine has many attractions for the lovers of the beautiful and picturesque. There are innumerable scenes that, transferred to canvas or photographed, would be a "joy for ever." Plenty of fishing may be had in the Meander; especially abundant is the delicions cucumber herring. There are exquisite walks among the sassafras and myrtle trees by the river, and several enchanting drives and cycle rides in the neighbourhood. From here, by arrangement with Messrs. Cook and Son, the traveller may visit the lakes by a fairly easy and by certainly the loveliest route. He may also see Latrobe and Devonport in a 30 mile ride, most of it through level forest; he may make excursions in every possible direction—north, south, east, and west—with something fresh and interesting in them all; and from here also he may visit the Chudleigh Caves, those natural wonders that will yet be recognised as a valuable national asset, and cared for accordingly. They are about 12 miles from Deloraine, and three from the terminus of the Mole Creek Railway, which branches off at Deloraine. The caves occur in a huge outcrop of limestone formation at the base of the Great Western Range, and have never been systematically explored, though they were discovered more than 50 years ago. Two or three miles have been traversed in continuous crevices, but it is extremely likely that they contain many more chambers besides those already discovered. The neglect of these caves, and their consequent mutilation by irresponsible persons, who chip off bits of the many coloured and variously shaped stalactites, is a matter for regret, and it is to be hoped will soon end. The rocks which jut out from the sides of the cavern are covered with fringes of elegant drapery, and the floor sparkles as if with diamonds. A rivulet flows through the caves, which has to be waded in order to see

Train, 10s. 6d.

all one wants to see, and the atmosphere of the caves, though not particularly damp, is intensely cold. At a cottage close by a fire and a hot cup of tea may be enjoyed before beginning the return journey. The road to the caves is quite good enough for cycling to within half a mile of the entrance, when walking would be easier for the remainder of the distance. A pleasant three-day cycling trip from Launceston or Devonport, either of which is 30 miles from Deloraine, would be :—First day, from Launceston or Devonport, to Deloraine ; second day, to the Caves, and return to Deloraine ; third day, return to Devonport or Launceston.

## NORTH-EAST COAST.

One of the most pleasant trips to be made in the north of the island, either by cyclists or by rail or vehicle, is the circular trip through the Fingal, George Bay, and Blue Tier districts, starting from Launceston, and proceeding *via* St. Marys or Scottsdale.

**Train, 19s. 3d. Single.**

The scenery of the Fingal and St. Marys line is well worth seeing, and round St. Marys there are points of interest which may well tempt the tourist to pause on his journey, and devote a day or two to rambling round its picturesque environs.

Taking the Main Line train from Launceston at 3 p.m. to Conara Junction, the traveller takes the branch train and is carried up the valley of the South Esk to the pretty township of Avoca, lying at the junction of the St. Paul River with the Esk. Here the cyclist, having ridden 48 miles, might rest well content, and follow on to St. Marys in a day or two. Wooded hills of considerable altitude shut in the valley, while farther to the east towers up the lofty eminence called St. Paul Dome, which can be seen by those who know its situation from Mount Wellington, Hobart, on a clear day. As the train proceeds up the valley of the Esk, the lofty crags of Ben Lomond—the mountain giant of this part of the country—are seen towering above the hills which border the river. At Fingal, the next township, a lovely view can be had of the mountain, which is much enhanced when the winter snow clothes the lofty sides of the mountains. Thirteen miles beyond Fingal, where the road branches off to Mathinna and its gold mines, the railway terminates at St. Marys, which is reached about 7.35 p.m. The township nestles at the foot of the forest-covered hills which border the elevated plateau, called the Break o' Day Plains, and which have been immortalised by our well-known artist, Mr. W. C. Piguenit, in a picture

which attracted much attention at a recent exhibition in London. The coast range, comprising St. Patrick Head and Mount Elephant, joins the tier known as Mount Nicholas at St. Marys, and in the immediate vicinity are several picturesque hill settlements, commanding fine scenery, and with good roads leading to them ; and through the ranges to the sea lead these fine mountain passes, all well worth a visit. Some three or four miles to the west, towards Fingal, are the coal mines of Mount Nicholas and Cornwall, and lastly the little parish church of Cullenswood, with its lovely windows for those who are fond of art. From St. Marys also is a good cycling road to Swansea, passing through the pretty little township of Bicheno, with its fine scenery and splendid beach. There are two hotels at St. Marys which offer fair accommodation for visitors, and by making a halt of two or three days, and hiring a trap, or utilising one's steel steed, the surrounding country can be seen. The first day might be spent in making an excursion to the Cornwall mine, from the mouth of which is a glorious view of mountain, plain, and a river, the Nive, close at hand, which forms a lovely picnicking ground. For the adventuresome there is the mine with its lengthy tunnels piercing the heart of the mountain, which can be traversed without inconvenience, and the toilsome labour of the miners witnessed. On the way back, a halt may be made at Christ Church for the purpose of seeing the stained glass work of Clayton and Bell, London, as exemplified in the beautiful memorial windows. In the rich and harmonious colouring, and the well-handled subjects—each window being a study and a poem in itself—we have an admirable attempt by these celebrated artists to recall the old glass so priceless in European edifices. A trip may be made in the afternoon to the romantic settlement of Dublin town, which lies on the north side of Mt. Nicholas, and the road to which commands a lovely view of the eastern shores of the island, and the forest-clad hills which bound them for 30 or 40 miles to the north. After the road crosses the ranges it turns to the west, and contours the mountain at an altitude of 1,700 feet above the sea, offering a delightful and far-reaching prospect over the densely-wooded hills until it passes a lofty pinnacle of rock, called "The Sister," and descends to the settlement. The prosperous farmers of Dublin Town are glad to see visitors ; while near at hand a romantic glen will be found, containing some remarkable fossils and crystals which are worth collecting. On returning to St. Marys along the Germantown Road, a fine view of the Break o'Day Plains and the Fingal Ranges is obtained. The distance to Dublin Town is six miles. A second day's excursion may be had by taking the Swansea

Road, which leads in the first instance to the prosperous homestead of Mr. James Wardlaw, at the Chain of Lagoons. This road passes over the spurs of the Elephant Mountain, at an elevation of 1,500 feet, affording a grand prospect of the coast to Bicheno, and the august head of Schouten Island mountains, standing out at sea far to the south. It then winds down the valley by a well-made pass to the ocean, the views of which are nearer and consequently finer than those from St. Marys Pass. On arrival at the Chain of Lagoons, permission may be obtained from Mr. Wardlaw to cross his land to the fine ocean beach, and a pleasant day's outing by the sea, together with the fine scenery of the Pass, will compensate for the fatigue of a 13-mile drive from the township.

In the valleys which seam the sides of Mt Elephant are many limestone grottoes, locally called "caves," which would repay a visit from the traveller spending some days in the township of St. Marys.

A third day's excursion can be taken to the St. Patrick Valley, and the steep pass leading to Four-mile Creek, a small stream which runs into the sea four miles south of Falmouth. The Pass descends 900 feet in two miles, and traverses some fine rock scenery superior to anything in the district. At the foot of the Pass the creek is crossed, and two miles thence the brackish inlet is reached. Here, at certain times, good catches of bream are made with hook and line, but the water is small, and the fish as a consequence not nearly so plentiful as in the Scamander, which is crossed on the way to St. Helens from Falmouth, and where Mr. Walker's comfortable Scamander Hotel offers good accommodation for anglers and tourists. Four-mile Creek has been stocked with trout, and after a few years time as good fishing will be had in it as in the streams around St. Marys.

**ST. HELENS.**—On quitting St. Marys for St. Helens and the road over the Blue Tier (if this route be chosen) the tourist descends the St. Marys Pass, long celebrated for its sylvan scenery, which, though somewhat tame, is very pretty if one chances to see it after a summer when it has not been devastated by fire ; the glimpses of the gully beneath, with its carpeting of tree ferns, form the chief charm of this pass, and the tier on the opposite sides reveals one or two prettily clothed ravines. Four or five miles from the top of the pass the road branches off from the old Falmouth track to the north, and passing along the brackish lagoon called the Styx, reaches, in about five miles from the turn-off, the splendid bridge which crosses the Scamander. A halt of a day or two at Mr. Walker's hotel is recommended, especially if the visitor has cycled so far, for the toilsome ascent of the pass calls for

**Coach, 7s. 6d. Single.**

a halt: fishing is good, and the trip up the river, five miles to the settlements, well worth making. Near here are the newly opened copper mines, which are struggling on in the hope of giving something valuable to the world before the close of the century. The river, which was originally called the Borthwick, is a fine sheet of water for seven miles, and just above the bridge passes through a gorge, a trip through which makes a fine boating excursion. St. Helens lies at the head of one of the most picturesque bays in Tasmania, and is 18 miles from the sea. The shooting and fishing are very attractive, and boating or yachting in the bay is pleasant at any time of the year. The Leda Falls are about seven miles from St. Helens, and form a beautiful picture, not so much from the great fall of water, as from the creepers and ferns and climbing plants, which festoon the jutting masses of rock, or the sides of the gorge into which the water flows.

Coach, 15s Single.

**MOORINA and DERBY.**—The trip from St. Helens to Derby passes through the most beautiful scenery on the tour, as it crosses the Blue Tier. The traveller passes through many miles of myrtle, sassafras, and tree fern forest by the winding pass which crosses the range. Here he may have at every turn in the well-made road some fresh peep at the beautiful vegetation and sylvan luxuriance which are so typical of the Tasmanian myrtle forest. The romantic plain at Weldborough, fringed with a well-defined border of green forest, and containing the interesting Chinese camp, is also an attraction on the route. At Weldborough the traveller will find the All Nations Hotel a good house of accommodation, and a night spent here by cyclists will provide a suitable rest on the journey from St. Helens. Before reaching Weldborough, however, the traveller might well turn aside to visit the *pièce de résistance* of the north-eastern scenery, the George River and Columbia Falls. They are reached on the return journey from St. Helens by turning off at Goulds Country.

Goulds Country was once renowned for it enormous trees, but is now a collection of prosperous farms, studded here and there with luxuriant groves of silver wattle. The road from Goulds Country ascends rapidly to Lottah or the "Junction," from whence a romantic road diverges up the range to the Blue Tier mining settlement which once flourished, but is now in decadence.

Near Lottah, romantically situated in a deep gully, is the Anchor Mine. A stroll down the mountain track to the extensive works of the Company would repay the short time spent in the visit.

A pretty drive along the wooded valley from the turn-off at Goulds Country takes the traveller, in six miles, to Mr. Terry's

boarding-house, which is situated near the South George River. Good accommodation can be had at Mr. Terry's, and if it is desired to drive the six miles to the Columbia Falls, he can furnish a chaise cart for the purpose. Some of the best farms in this fertile valley are on the North George River, where, as everywhere else in this district, can be seen ample evidence of the axeman's prowess in subjugating the forest. On proceeding to the Falls, the first three miles are passed through cleared land shut in by high-wooded hills. The valley then suddenly narrows to a deep glen, following the rocky course of the river, which flows amidst a fairy scene of myrtle, sassafras, wattle, and blackwood, the varied foliage of which is almost more beautiful than the vegetation on the Blue Tier Pass. The road is well graded, and winds round many beautiful spurs and across tributary creeks, until, after a gentle ascent of three miles, the tourist comes in sight of the far-famed falls. The valley continues to the west, the stream suddenly diminishing, while by a curious freak the George River appears tumbling over a huge precipice from the north, at right angles to the direction which the traveller has been following up the valley. In flood-time the sight of the foaming torrent leaping in a shower of mist and spray from crag to crag, from the height of 300 feet, is grand in the extreme. In ordinary times the fall, divided into graceful jets and streams by the lofty crags, is very picturesque. It is seen through a framework of myrtle and sassafras, which forms a picture not easily forgotten. The vandalism of mining speculators has been rife of late years, threatening to destroy the natural beauty of this lovely spot by drawing the water off for various "wild cat" schemes, which it is devoutly hoped will never come off.

**Derby, 6s. Single.**

**Scottsdale, Train to Launceston, 11s. 9d.**

**SCOTTSDALE.**—The tin-mining district around Derby will probably not long detain the traveller, and the drive of 21 miles over a good road will bring him to Scottsdale, the present terminus of the North-Eastern Railway, and the centre of a splendid agricultural district, which is becoming more closely settled year by year, though the development is not so marked as in the north-west, owing perhaps to the fall in the price of tin and the working out of many rich alluvial deposits. The development of the various tin lodes known to exist ought to turn the tide more strongly than before in the direction of this district. Two fine hotels offer accommodation to travellers wishing to spend a few days in the beautiful surrounding country, and the daily train gives him opportunity of returning to Launceston at pleasure. The train and coach fares for this round trip reach the sum of £3, and it may be accomplished in four days. The roads are good the entire

distance for cycling, but some hill climbing has perforce to be encountered, though the stages may be made very short if so desired, as the various towns and settlements passed through contain clean and fairly good accommodation ; while at Avoca, St. Marys, Scamander, St. Helens, and Scottsdale, it is excellent, and the tariffs moderate.

Train, 24s.

Coach, 25s.

**SWANSEA, East Coast.**—Tasmania is justly regarded as, *par excellence*, a summer resort. Its cool ravines, high mountains, ferny glens, above all, its delicious raspberries, strawberries, currants, and other English fruits make it supremely attractive just at the time when all Australia is panting under the fierce heat of almost tropical summer. But the East Coast of Tasmania, charming in summer, is lovely in winter, with an atmosphere so light and dry, a sky so blue, that one feels (when a summer visitor praises it) inclined to say, "Yes; but you should see it in the winter, for its *summer* is in the winter." The equatorial current flowing down the east coast of Australia retains much of its warmth as it passes Swansea and Spring Bay, or washes gently the shores of Schouten and Maria Islands. Beautiful at all times, the East Coast is never more so than when its background of an eastern tier stands against the blue sky line, and the slight sharpness in the air reminds one that "somewhere" there is frost. The warm glow of the granite peaks in the sunlight is never seen to better advantage than when the coolness and freshness of the air sharpen the contrast, and then the miles of beach, hard, white, and glistening, as "the waves laugh loudly along the shore" in advance or retreat, are charming and fascinating beyond description. Swansea is famous among Tasmanians for its shooting, fishing, and magnificent scenery. Its distance from the principal cities of Tasmania has hitherto confined a knowledge of its attractions to a few of our summer visitors, but now that the residents of Swansea are making efforts to draw the attention of tourists to the locality, and by means of the Swansea Tourists' and Visitors' Bureau are affording help and information to intending visitors there is hope that some share of the traffic will follow the increased facilities. Swansea may be reached equally well from Launceston or Hobart by train and coach, while there are no difficulties of moment in the way of riding there on a bicycle, the roads being splendid. The distance from Launceston is 80 miles; from Hobart, 90. To go from Launceston one takes the train at 8.30 a.m. to Campbell Town, leaving Campbell Town by coach at 12.30, arriving at Swansea at 7 p.m. The view of Ben Lomond, rising like a crowned king from the shoulders of his subjects, the mountains, is very fine. The drive all the way is full of interest, and the late afternoon light glorifying the red granite and green forest

of the Schoutens just across the bay, makes the hour of arrival seem happily timed. A fairly easy two days bicycle ride may be had by breaking the journey at Campbell Town, and riding the remainder of the distance, about 38 miles, the next. Another way is to leave the main Launceston to Hobart road at Conara Junction and ride to Avoca, where good hotel accommodation is to be had, thence on *via* Leipsic, but the first day's stage is rather long (48 miles) unless the train be used for the first 15 miles. In that case, leave Launceston in the Ulverstone train at 8 a.m., getting out at Perth, and then on as before to Conara Junction and Avoca for the first day, Swansea (42 miles from Avoca) the second day.

**Train to Perth, 2s. 9d. Single.**

To reach Swansea from Hobart, one must leave by express at 8 a.m. for Campania, where Reynolds' coach is in readiness, and a pleasant drive through Buckland, Orford, and Spring Bay, ends at Swansea at 8 p.m. The road *via* Sorell is a favourite one with cyclists, who go on to Buckland the first day, Triabunna, the township of Spring Bay, the next, and Swansea the third. Hotel accommodation at Buckland is clean and comfortable, but at Triabunna it is well to arrange with Mrs. Robinson, the postmistress, for accommodation. Spring Bay and Orford deserve a day to themselves, Orford especially, with the beautiful river (Prosser's) and the view of Maria Island across the bay are worth a visit. It was at Orford that Mrs. Meredith, the late Tasmanian authoress, lived for some years, gathering "the harvest of a quiest eye," that was afterwards to enrich with pen and pencil the students of her pleasant books. Maria Island, which a few years ago was a hive of industry, promising great things in the way of cement, colonial wine and silk, with a population of 600, and a busy steamer plying to and from Spring Bay, has suffered a—let us hope—temporary eclipse of its glories, and is apparently waiting for something to turn up.

**Train, 8s. Coach, 36s.**

From Spring Bay to Swansea, a distance of 32 miles, is a pretty coast road with rugged hills to the left, which run close to the sea for part of the way, so that the road had to be cut on a shelf on the side of the hill, below which the sea lashes and dashes. The best time to cycle from Triabunna to Spring Bay is in the afternoon, when, if the usual summer southerly breeze is blowing it is easy to ride along with it. There are several delightful drives and excursions about Swansea, and both fishing and shooting are to be had in abundance. Schouten Main, or Freycinet Peninsula, is an ideal place for camping out, and every requisite except the tent could be procured in town. There are good hotels and stores, and at least two very comfortable boarding-houses in Swansea. No better place for children could be imagined than

the glorious 10-mile beach with its quantities of lovely shells, and the adult would be hard to please who did not revel in the many delights of a holiday at Swansea, among which black swan shooting will be considered first by many sportsmen.

Steamer, 4d. Train, 5s. 8d. Coach, £1.

Hill's conveyance runs once a week from Sorell to Triabunna, Spring Bay. To connect with it from Hobart O'May's steamer must be taken to Bellerive at 9·30 on Wednesday morning, connecting with the Sorell train, which starts at 10 a.m. The coach leaves Sorell on the arrival of the train, and returns from Triabunna next day in time to catch the afternoon train from Sorell, enabling the visitor to reach Hobart at 5 p.m.

It is not likely that a visitor in any one summer will attempt to see the whole of Tasmania, but the island is so full of attractions, that, let him decide to go where he will, he will want to come again and again.

If this introduction to some of its beauties serves the purpose of bringing any to this gem of the Southern Ocean for the first time, Tasmania may be safely trusted to induce them to come again.

# LIST OF WORKS RELATING TO TASMANIA.

[COMPILED BY J. B. WALKER, F.R.G.S.]

*The arrangement follows as nearly as possible the periods to which the works relate.*

## Discovery and Early Voyages.

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Heeres, J. E. — Abel Jansz. Tasman's Journal of his discovery of Van Diemen's Land and New Zealand in 1642. Amsterdam, 1898.

Walker, J. B. -- Abel Janszoon Tasman; His Life and Voyages. Hobart, 1896. The Discovery of Van Diemen's Land in 1642. Hobart, 1891.

Roth, H. Ling. — Crozet's Voyage to Tasmania and New Zealand in the years 1771-2. London, 1891.

Cook, Captain Jas.—Second Voyage Round the World in H.M.Ss. Resolution and Adventure, 1772-1775. London, 1777. Third Voyage to the Pacific Ocean in H.M.Ss. Resolution and Discovery, 1776-1780. London, 1785.

Mortimer, Lieut. Geo.—Voyage to the Islands of Teneriffe, Maria's Islands near Van Diemen's Land, etc., in the brig Mercury, J. H. Cox. London, 1791.

Bligh, Lieut.—Voyage to the South Sea in H.M.S. Bounty, London, 1792.

Labillardière, J. J.—Voyage à la Recherche de La Pérouse. 1791-1794. Paris, 1800.

Rossel, M. de.—Voyage de Dentrecasteaux. Paris, 1800.

Flinders, Matthew.—Voyage to Terra Australis in H.M.S. Investigator, 1801-1803. London, 1814.

Collins, David.—Account of the English Colony in New South Wales. London, 1798-1802.

Péron, F. et Freycinet, L. — Voyage de découvertes aux Terres Australes. Paris, 1809-1816.

Woods, Rev. J. E. Tenison.—History of the Discovery and Exploration of Australia. London, 1865.

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## Historical and Descriptive.

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Shillinglaw, J. J.—Historical records of Port Phillip. Melbourne, 1879.

Holt, Jos.—Memoirs of Joseph Holt, General of the Irish rebels in 1798. London, 1838.

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# TASMANIAN RAILWAYS.

A glance at the map will show the direction of the 438 miles of railway owned and worked by the Government. The trunk lines extend from Launceston to Ulverstone, 94 miles, and from Hobart to Launceston, 133 miles. These lines junction at Evandale Junction, and the distance through the island, from Hobart to Ulverstone, is 205 miles.

The portion of the railway system between Hobart and Launceston is designated the Main Line, as it was originally constructed by a company who adopted the title of the Main Line Company, and from whom the line was purchased by the Government. This line is the main thoroughfare to visitors travelling to and from Hobart and the colonies on the mainland. At Parattah, midway between Hobart and Launceston, and 1,513 feet above sea level, there is an excellent refreshment room and hotel. The latter is not surpassed by any country hotel in Australasia.

## THE BRANCHES OF THE MAIN LINE ARE AS FOLLOW:—

The Derwent Valley Line, from Bridgewater Junction to Glenora, 24¼ miles, which runs along the banks of the Derwent for nearly the whole distance, and affords views of some charming river scenery and well-kept orchards and hop grounds. New Norfolk, 25 miles, is a most popular holiday and picnic resort, and also the Salmon Ponds, 7 miles farther, on the Plenty River. During the summer season excursion trains, at very low fares, are run on this line every Wednesday, Saturday, and Sunday afternoon. The Derwent Valley Line is also the first section in the routes to Russell Falls, Ellendale, and Mount Field East, Lakes Echo and St. Clair, and the overland route to the West Coast.

The Apsley Line, from Brighton Junction to Apsley, 26 miles, is a link in the route to trout fishing in the Clyde at Bothwell, and at the Great Lake, to which the most direct route from Hobart is *via* Bothwell, and a vehicle runs weekly during the summer season.

The Oatlands Line, between Parattah and Oatlands, 4¼ miles, is part of the Parattah route to Lakes Sorell and Crescent, and from thence to the Great Lake. From Tunbridge station vehicles run once a week each way, during the summer season, to Lakes Sorell and Crescent and the Great Lake.

The Fingal Line, from Conara Junction to St. Marys, 47 miles, is a portion of the routes to the ascent of Ben Lomond, the Mathinna and Mangana goldfields, the Mount Nicholas

coal mines, St. Marys Pass, the Scamander River, George's Bay (where there is good fishing and shooting), Columbia Falls, and through the North-Eastern tin mines and Scottsdale to Launceston.

The Railway Department, as agents for Messrs. Thomas Cook and Son, arrange for all tours branching from any of the Government Railways, either coach or vehicle connections being in operation.

Launceston is the Northern terminus of the Main Line, as well as the terminus of the Western and Scottsdale Lines. The Western Line, from Launceston to Ulverstone, 94 miles, after a southerly and westerly course through some of the finest agricultural land in the colony, turns northerly, and reaches the North-West Coast near the mouth of the River Mersey, it then runs westerly for several miles close to the sea shore to Ulverstone, on the River Leven. An extension of this line to Burnie, 18 miles, is now in course of construction, and will complete connection with the Emu Bay Railway to Mount Bischoff, and with the line to Zeehan now under construction. The seaports on the North-West Coast are favourite summer resorts for visitors; and Deloraine, 45 miles from Launceston, is the starting point of the shortest route to the Great Lake. There is only one branch line on the Western Line, that from Chudleigh Junction to Mole Creek, 12½ miles. Within a short distance from Chudleigh station are a number of dry and wet limestone caves, the extent of which is still unknown. Cheap day-trip excursions from Launceston and intermediate districts to the dry caves are arranged at intervals.

The Scottsdale Line runs north-easterly from Launceston to Scottsdale, 47 miles, and is the first section of the route to the North-Eastern tin mines. Along the line, 29½ miles from Launceston, is the Denison Gorge, a most popular picnic and pleasure resort. It is a picturesque fern gully, on a branch of the Denison River, and cheap day-trip excursions to it are made at intervals on Wednesdays and Saturdays during the summer months.

The Sorell Line, from Bellerive, on the eastern bank of the Derwent, to Sorell, 14½ miles, is a section of the overland route to Port Arthur and the natural wonders of Tasman Peninsula. Sorell is the centre of an important agricultural and dairying district, and a day excursion from Hobart can be made, including a couple of hours drive through the district and an inspection of the Great Causeway, two miles in length, that crosses the Pittwater Inlet.

West Coast Lines.—The Strahan-Zeehan Line, 29½ miles, runs from Macquarie Harbour to the important mining centre of Zeehan, where large ore reduction works are in course of

construction. The Mount Dundas and Zeehan Railway, 7¼ miles, is owned by a private company, but is worked by the Government. The North-East Dundas 2ft. tramway, 18 miles, runs from Zeehan to Deep Lead, through very rugged country, alpine in character, which necessitates gradients as steep as one in twenty-five, and curves of one and a half chains radius. Several mines are quite close to the line, and some are connected with it by aerial and gravitation trams.

The fares from the two cities, Hobart and Launceston, to the principal centres are as follow :—

**Passenger Fares from Hobart to**

| | SINGLE. | | | | RETURN. | | | |
|---|---|---|---|---|---|---|---|---|
| | 1ST CLASS | | 2ND CLASS | | 1ST CLASS | | 2ND CLASS | |
| | s. | d. | s. | d. | s. | d. | s. | d. |
| New Norfolk ... ... ... ... | 4 | 0 | 3 | 0 | 7 | 0 | 5 | 0 |
| Plenty (Salmon Ponds) ... .. | 6 | 0 | 4 | 6 | 9 | 0 | 6 | 9 |
| Glenora (Route to West Coast) | 7 | 6 | 5 | 8 | 11 | 3 | 8 | 6 |
| Apsley (Route to Great Lake) | 9 | 6 | 6 | 7 | 14 | 3 | 9 | 10 |
| Parattah (1,513ft. above sea level) | 12 | 0 | 8 | 0 | 18 | 3 | 12 | 0 |
| Conara Junction .. .. | 22 | 6 | 15 | 0 | 33 | 9 | 22 | 6 |
| Launceston... ... ... ... ... | 30 | 0 | 20 | 0 | 45 | 0 | 30 | 0 |
| Deloraine (Great Lake and Chudleigh Caves) ... ... ... | 35 | 3 | 23 | 9 | 52 | 9 | 35 | 9 |
| Devonport ... ... ... ... ... | 44 | 6 | 30 | 0 | 66 | 8 | 45 | 2 |
| Ulverstone (Mt. Bischoff) .. .. | 47 | 6 | 32 | 0 | 71 | 2 | 48 | 2 |
| Scottsdale (N.E. Tin Mines)... | 41 | 9 | 27 | 10 | 62 | 8 | 41 | 9 |

**Passenger Fares from Launceston to**

| | SINGLE. | | | | RETURN. | | | |
|---|---|---|---|---|---|---|---|---|
| | 1ST CLASS | | 2ND CLASS | | 1ST CLASS | | 2ND CLASS | |
| | s. | d. | s. | d. | s. | d. | s. | d. |
| Hobart ... ... ... .. .. | 30 | 0 | 20 | 0 | 45 | 0 | 30 | 0 |
| Conara... .. .. ... ... ... | 7 | 6 | 5 | 0 | 11 | 3 | 7 | 6 |
| Parattah ... . . .... ... ... | 18 | 0 | 12 | 0 | 26 | 9 | 18 | 0 |
| New Norfolk ... ... ... ... | 29 | 9 | 19 | 9 | 45 | 0 | 30 | 3 |
| Scottsdale ... ... ... ... ... | 11 | 9 | 7 | 10 | 17 | 8 | 11 | 9 |
| Deloraine ... ... ... ... ... | 7 | 0 | 5 | 6 | 10 | 6 | 8 | 3 |
| Latrobe ... ... ... ... ... | 14 | 6 | 10 | 6 | 21 | 9 | 15 | 9 |
| Devonport ... ... ... ... ... | 16 | 3 | 11 | 8 | 24 | 5 | 17 | 6 |
| Ulverstone ... ... ... ... ... | 19 | 3 | 13 | 8 | 28 | 11 | 20 | 6 |

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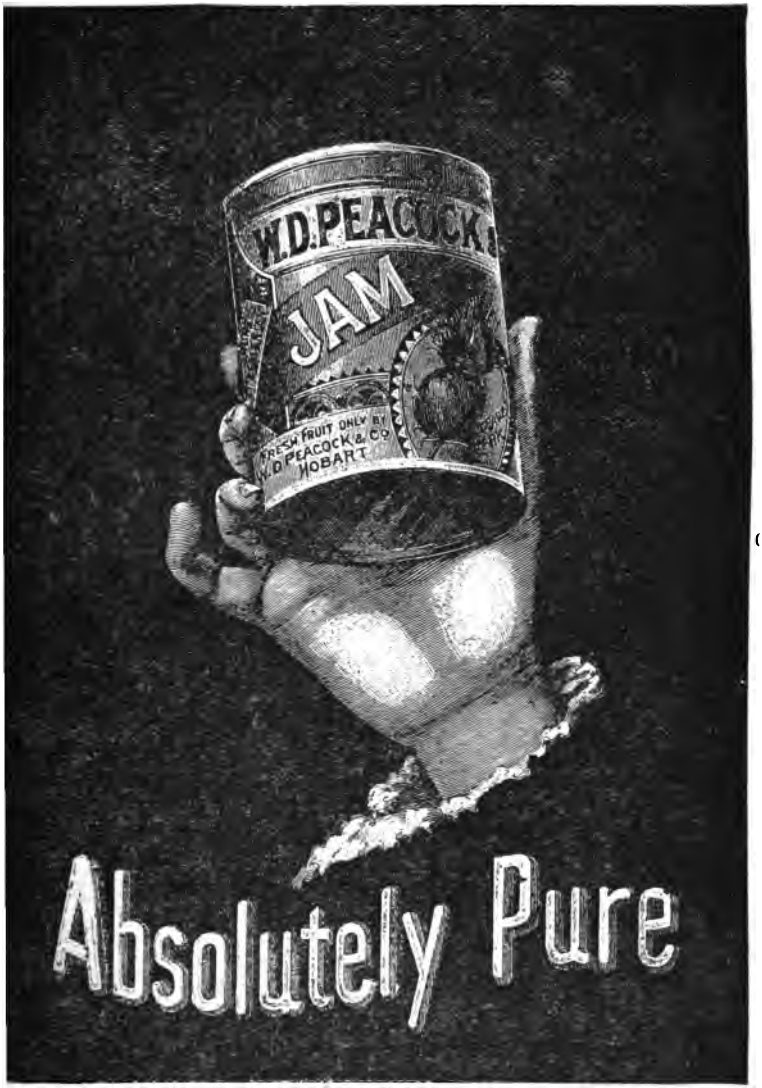


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**THEY HAVE STOOD**

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*THOMAS WISEMAN,*
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**Largest and Most Commodious and only brick hotel on the West Coast.**
ACCOMMODATION FOR 100 VISITORS.
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**Baths, Sample Rooms. Attendant meets all trains. Letters and Telegrams promptly attended to. TERMS MODERATE.**

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PROPRIETORS.

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**Private Sitting Room for Boarders. Plunge and Shower Baths.**

**BILLIARD SALOON.**

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*MAIN STREET (nearly opposite P.O.), ZEEHAN.*

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*THE UNION STEAM SHIP COMPANY OF N.Z. LTD.*

# CITY OF HOBART CAB FARES, 1899.

## BY DISTANCE.

| | s. | d. |
|---|---|---|
| For any distance within 1 mile ... ... ... ... ... ... | 1 | 0 |
| Above 1 mile and not exceeding 1 mile and a half ... ... ... | 1 | 6 |
| Above 1 mile and a half and not exceeding 2 miles ... ... ... | 2 | 0 |
| Above 2 miles and not exceeding 2 miles and a half... ... ... | 2 | 6 |
| Above 2 miles and a half and not exceeding 3 miles... ... ... | 3 | 0 |
| Above 3 miles and not exceeding 3 miles and a half... ... ... | 3 | 6 |
| Above 3 miles and a half and not exceeding 4 miles... ... ... | 4 | 0 |
| Above 4 miles and not exceeding 4 miles and a half... ... ... | 4 | 6 |
| Above 4 miles and a half and not exceeding 5 miles... ... ... | 5 | 0 |

Return fare, if the same party (and not having detained the cab more than fifteen minutes), to be half the above.

## BY TIME.

| | | |
|---|---|---|
| For any time within 30 minutes ... ... ... ... ... ... | 2 | 0 |
| Above 30 minutes and not exceeding 45 minutes ... ... ... | 3 | 0 |
| Above 45 minutes and not exceeding one hour ... ... ... | 3 | 6 |
| Above 1 hour and not exceeding 1 hour and 20 minutes ... ... | 4 | 6 |
| Above 1 hour and 20 mins. and not exceeding 1 hour and 40 mins. | 5 | 6 |
| Above 1 hour and 40 minutes and not exceeding 2 hours ... ... | 6 | 6 |
| Above 2 hours and not exceeding 2 hours and 20 minutes ... ... | 7 | 0 |
| Above 2 hours and 20 mins. and not exceeding 2 hours and 40 mins. | 7 | 6 |
| Above 2 hours and 40 mins. and not exceeding 3 hours ... ... | 9 | 0 |
| Above 3 hours and not exceeding 3 hours and 20 minutes ... ... | 9 | 6 |
| Above 3 hours and 20 mins. and not exceeding 3 hours and 40 mins | 10 | 6 |
| Above 3 hours and 40 minutes and not exceeding 4 hours ... ... | 11 | 0 |

And for any further time after at the rate of 6d. for every 20 minutes.

One-half more than the above Fares for any period during which such Cab shall be employed between the hours of 10 o'clock at night and 6 o'clock in the morning.

The hirer of any Licensed Cab may elect to pay such Fare either by time or by distance, but MUST do so at the time of hiring. Fares beyond the said five miles to be in the same proportion as within the distance, unless otherwise agreed upon; but no driver can be compelled to go beyond the said five miles unless he has agreed to do so.

No Return Fare allowed except same person shall return, when half-fare to be paid. If hired "by time," the time shall be computed from the hour the Cab is taken from the stand; and if "by distance," the distance from the stand to the place of "taking up" to be reckoned as part of the distance.

A Card of the above Fares to be suspended, and to be continued suspended, in the Cab in a conspicuous place

That every driver of any such vehicle as aforesaid shall have and shall on demand produce to any passenger or passengers a Card on which shall be legibly printed the Fares authorised to be taken by him; and if any such driver shall fail so to have, or upon demand to produce, such Card, every such driver shall on conviction of such offence forfeit and pay a penalty not exceeding Two Pounds.

*By order of the Municipal Council.*

J. W. C. HAMILTON,

Dated this 5th day of December, 1898. *Town Clerk.*

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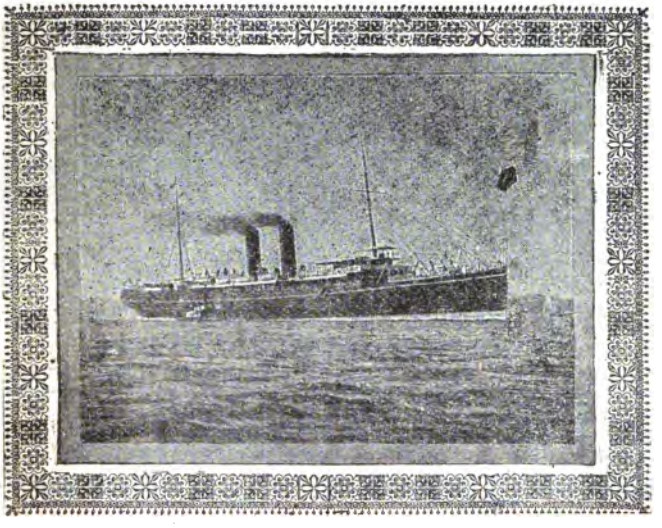

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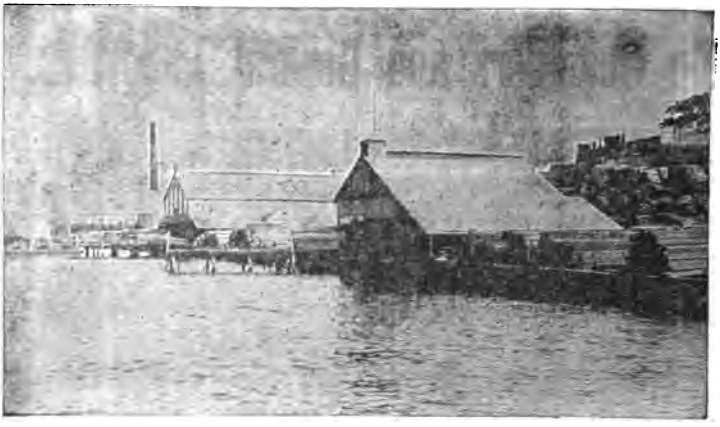

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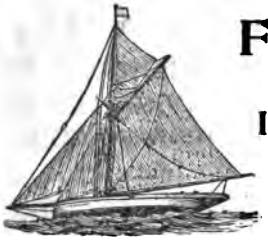

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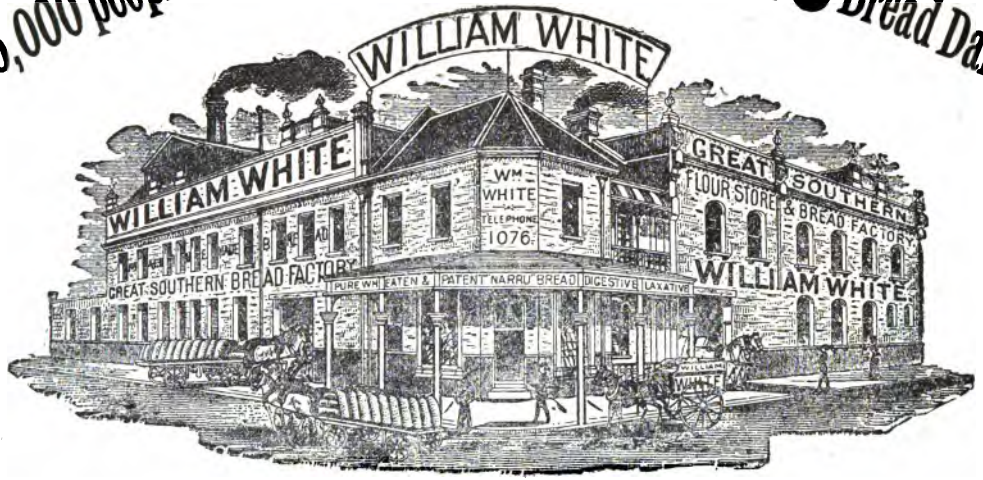


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